

MASON'S



# Hongkong Daily Press.

ESTABLISHED 1857

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By wearing MOTOR GLASSES.  
Protect the eyes from wind and dust.  
Supplied by  
N. LAZARUS  
OPHTHALMIC OPTICIAN.  
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No. 19,542. 號二十四百五千九萬一第 日二十月二十年申庚 HONGKONG, THURSDAY, JANUARY 20TH, 1921. 四拜禮 號十二月正年十國民華中 PRICE, \$3 PER MONTH.

## INTIMATIONS JUST LANDED

SULLIVAN, POWELL &  
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Favourite powder—E. C. and SMOKELESS  
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G. MOUSSON,  
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PEAK TRAMWAY CO.  
LIMITED.

TIME TABLE

| WEEK DAYS                                |      |
|--|------|
| 7.00 a.m. to 8.00 a.m. every 15 minutes  |      |
| 8.00 " 9.00 " 10.00 " 11.00 "            | 15 " |
| 11.30 " 12.00 noon " 1.00 p.m.           | 15 " |
| 1.30 " 2.30 " 3.30 " 4.30 "              | 15 " |
| 5.00 " 5.30 " 6.00 " 6.30 "              | 15 " |
| NIGHT CASE                               |      |
| 8.50 p.m. to 11.30 p.m. every 30 minutes |      |
| 11.45 p.m.                               |      |
| SATURDAYS                                |      |
| Extra Car—12 midnight                    |      |
| SUNDAYS                                  |      |
| 7.30 a.m.                                |      |
| 8.00 a.m. to 10.30 a.m. every 15 minutes |      |
| 10.30 " 11.00 " 11.30 " 12.00 noon "     | 15 " |
| 12.30 noon " 1.00 p.m. " 1.30 p.m.       | 15 " |
| 1.00 p.m. " 5.30 " 6.00 " 6.30 "         | 15 " |
| 6.00 " 6.30 " 7.00 " 7.30 "              | 15 " |
| NIGHT CASE                               |      |
| As on Week Days                          |      |

SPECIAL CARS by arrangement at  
the Company's Office, Alexandra Buildings,  
Des Voeux Road.  
Season and punch tickets available for  
all cars, not already full, running at the  
times stated in the Company's time-table,  
but not for special cars can be obtained on  
application at the Company's Office. No  
Season ticket will be issued until payment  
thereof has been made in Bank Notes or  
by Cheque or Comptroller Order represent-  
ing Bank Notes.

## KOWLOON-CANTON RAILWAY.

TIME TABLE.  
On and after TUESDAY, NOVEMBER 2nd, 1920, until further Notice.  
(All previous Time Tables cancelled.)

| DOWN TRAINS           |                |                             |                           |                           |                 |                              |                 |                 |                 |                 |  |  |  |  |  |
|-----------------------|----------------|-----------------------------|---------------------------|---------------------------|-----------------|------------------------------|-----------------|-----------------|-----------------|-----------------|--|--|--|--|--|
| Stations              | No. 8<br>Local | No. 9<br>Through<br>Express | No. 7<br>Through<br>Local | No. 6<br>Through<br>Local | No. 11<br>Local | No. 13<br>Through<br>Express | No. 17<br>Local | No. 12<br>Local | No. 14<br>Local | No. 15<br>Local |  |  |  |  |  |
|                       | A.M.           | A.M.                        | A.M.                      | A.M.                      | A.M.            | P.M.                         | P.M.            | P.M.            | P.M.            | P.M.            |  |  |  |  |  |
| CANTON (2nd Sta. 2nd) | dep.           | 7.15                        | 7.30                      | 7.45                      | 8.00            | 8.15                         | 8.30            | 8.45            | 9.00            | 9.15            |  |  |  |  |  |
| SEASIDE               | arr.           | 7.22                        | 7.37                      | 7.52                      | 8.07            | 8.22                         | 8.37            | 8.52            | 9.07            | 9.22            |  |  |  |  |  |
| Shen Chi              | arr.           | 7.29                        | 7.44                      | 7.59                      | 8.14            | 8.29                         | 8.44            | 8.59            | 9.14            | 9.29            |  |  |  |  |  |
| Shanghai              | dep.           | 7.35                        | 7.50                      | 8.05                      | 8.20            | 8.35                         | 8.50            | 9.05            | 9.20            | 9.35            |  |  |  |  |  |
| Shanghai              | arr.           | 7.42                        | 7.57                      | 8.12                      | 8.27            | 8.42                         | 8.57            | 9.12            | 9.27            | 9.42            |  |  |  |  |  |
| Shanghai              | dep.           | 7.48                        | 8.03                      | 8.18                      | 8.33            | 8.48                         | 9.03            | 9.18            | 9.33            | 9.48            |  |  |  |  |  |
| Shanghai              | arr.           | 7.55                        | 8.10                      | 8.25                      | 8.40            | 8.55                         | 9.10            | 9.25            | 9.40            | 9.55            |  |  |  |  |  |
| Shanghai              | dep.           | 8.01                        | 8.16                      | 8.31                      | 8.46            | 9.01                         | 9.16            | 9.31            | 9.46            | 10.01           |  |  |  |  |  |
| Shanghai              | arr.           | 8.08                        | 8.23                      | 8.38                      | 8.53            | 9.08                         | 9.23            | 9.38            | 9.53            | 10.08           |  |  |  |  |  |
| Shanghai              | dep.           | 8.14                        | 8.29                      | 8.44                      | 8.59            | 9.14                         | 9.29            | 9.44            | 9.59            | 10.14           |  |  |  |  |  |
| Shanghai              | arr.           | 8.21                        | 8.36                      | 8.51                      | 9.06            | 9.21                         | 9.36            | 9.51            | 10.06           | 10.21           |  |  |  |  |  |
| Shanghai              | dep.           | 8.27                        | 8.42                      | 8.57                      | 9.12            | 9.27                         | 9.42            | 9.57            | 10.12           | 10.27           |  |  |  |  |  |
| Shanghai              | arr.           | 8.34                        | 8.49                      | 8.64                      | 8.79            | 8.94                         | 9.09            | 9.24            | 9.39            | 9.54            |  |  |  |  |  |
| Shanghai              | dep.           | 8.40                        | 8.55                      | 9.10                      | 9.25            | 9.40                         | 9.55            | 10.10           | 10.25           | 10.40           |  |  |  |  |  |
| Shanghai              | arr.           | 8.47                        | 8.62                      | 8.77                      | 8.92            | 9.07                         | 9.22            | 9.37            | 9.52            | 10.07           |  |  |  |  |  |
| Shanghai              | dep.           | 8.53                        | 9.08                      | 9.23                      | 9.38            | 9.53                         | 10.08           | 10.23           | 10.38           | 10.53           |  |  |  |  |  |
| Shanghai              | arr.           | 9.00                        | 9.15                      | 9.30                      | 9.45            | 9.60                         | 9.75            | 9.90            | 10.05           | 10.20           |  |  |  |  |  |
| Shanghai              | dep.           | 9.06                        | 9.21                      | 9.36                      | 9.51            | 10.06                        | 10.21           | 10.36           | 10.51           | 11.06           |  |  |  |  |  |
| Shanghai              | arr.           | 9.13                        | 9.28                      | 9.43                      | 9.58            | 10.13                        | 10.28           | 10.43           | 10.58           | 11.13           |  |  |  |  |  |
| Shanghai              | dep.           | 9.19                        | 9.34                      | 9.49                      | 10.04           | 10.19                        | 10.34           | 10.49           | 11.04           | 11.19           |  |  |  |  |  |
| Shanghai              | arr.           | 9.26                        | 9.41                      | 9.56                      | 10.11           | 10.26                        | 10.41           | 10.56           | 11.11           | 11.26           |  |  |  |  |  |
| Shanghai              | dep.           | 9.32                        | 9.47                      | 10.02                     | 10.17           | 10.32                        | 10.47           | 11.02           | 11.17           | 11.32           |  |  |  |  |  |
| Shanghai              | arr.           | 9.39                        | 9.54                      | 10.09                     | 10.24           | 10.39                        | 10.54           | 11.09           | 11.24           | 11.39           |  |  |  |  |  |
| Shanghai              | dep.           | 9.45                        | 10.00                     | 10.15                     | 10.30           | 10.45                        | 11.00           | 11.15           | 11.30           | 11.45           |  |  |  |  |  |
| Shanghai              | arr.           | 9.52                        | 10.07                     | 10.22                     | 10.37           | 10.52                        | 11.07           | 11.22           | 11.37           | 11.52           |  |  |  |  |  |
| Shanghai              | dep.           | 9.58                        | 10.13                     | 10.28                     | 10.43           | 10.58                        | 11.13           | 11.28           | 11.43           | 11.58           |  |  |  |  |  |
| Shanghai              | arr.           | 10.05                       | 10.20                     | 10.35                     | 10.50           | 11.05                        | 11.20           | 11.35           | 11.50           | 12.05           |  |  |  |  |  |
| Shanghai              | dep.           | 10.11                       | 10.26                     | 10.41                     | 10.56           | 11.11                        | 11.26           | 11.41           | 11.56           | 12.11           |  |  |  |  |  |
| Shanghai              | arr.           | 10.18                       | 10.33                     | 10.48                     | 11.03           | 11.18                        | 11.33           | 11.48           | 12.03           | 12.18           |  |  |  |  |  |
| Shanghai              | dep.           | 10.24                       | 10.39                     | 10.54                     | 11.09           | 11.24                        | 11.39           | 11.54           | 12.09           | 12.24           |  |  |  |  |  |
| Shanghai              | arr.           | 10.31                       | 10.46                     | 11.01                     | 11.16           | 11.31                        | 11.46           | 12.01           | 12.16           | 12.31           |  |  |  |  |  |
| Shanghai              | dep.           | 10.37                       | 10.52                     | 11.07                     | 11.22           | 11.37                        | 11.52           | 12.07           | 12.22           | 12.37           |  |  |  |  |  |
| Shanghai              | arr.           | 10.44                       | 11.09                     | 11.24                     | 11.39           | 11.54                        | 12.09           | 12.24           | 12.39           | 12.54           |  |  |  |  |  |
| Shanghai              | dep.           | 10.50                       | 11.05                     | 11.20                     | 11.35           | 11.50                        | 12.05           | 12.20           | 12.35           | 12.50           |  |  |  |  |  |
| Shanghai              | arr.           | 10.57                       | 11.12                     | 11.27                     | 11.42           | 11.57                        | 12.12           | 12.27           | 12.42           | 12.57           |  |  |  |  |  |
| Shanghai              | dep.           | 11.03                       | 11.18                     | 11.33                     | 11.48           | 12.03                        | 12.18           | 12.33           | 12.48           | 1.00            |  |  |  |  |  |
| Shanghai              | arr.           | 11.10                       | 11.25                     | 11.40                     | 11.55           | 12.10                        | 12.25           | 12.40           | 12.55           | 1.00            |  |  |  |  |  |
| Shanghai              | dep.           | 11.16                       | 11.31                     | 11.46                     | 12.01           | 12.16                        | 12.31           | 12.46           | 1.00            | 1.05            |  |  |  |  |  |
| Shanghai              | arr.           | 11.23                       | 11.38                     | 11.53                     | 12.08           | 12.23                        | 12.38           | 12.53           | 1.00            | 1.05            |  |  |  |  |  |
| Shanghai              | dep.           | 11.29                       | 11.44                     | 11.59                     | 12.14           | 12.29                        | 12.44           | 1.00            | 1.05            | 1.10            |  |  |  |  |  |
| Shanghai              | arr.           | 11.36                       | 11.51                     | 12.06                     | 12.21           | 12.36                        | 12.51           | 1.00            | 1.05            | 1.10            |  |  |  |  |  |
| Shanghai              | dep.           | 11.42                       | 11.57                     | 12.12                     | 12.27           | 12.42                        | 1.00            | 1.05            | 1.10            | 1.15            |  |  |  |  |  |
| Shanghai              | arr.           | 11.49                       | 12.04                     | 12.19                     | 12.34           | 12.49                        | 1.00            | 1.05            | 1.10            | 1.15            |  |  |  |  |  |
| Shanghai              | dep.           | 11.55                       | 12.10                     | 12.25                     | 12.40           | 12.55                        | 1.00            | 1.05            | 1.10            | 1.15            |  |  |  |  |  |
| Shanghai              | arr.           | 12.02                       | 12.17                     | 12.32                     | 12.47           | 1.00                         | 1.05            | 1.10            | 1.15            | 1.20            |  |  |  |  |  |

| UP TRAINS    |                |                             |                           |                            |                 |                              |                              |                              |                              |                              |  |  |  |  |  |
|--------------|----------------|-----------------------------|---------------------------|----------------------------|-----------------|------------------------------|------------------------------|------------------------------|------------------------------|------------------------------|--|--|--|--|--|
| Stations     | No. 4<br>Local | No. 6<br>Through<br>Express | No. 3<br>Through<br>Local | No. 10<br>Through<br>Local | No. 16<br>Local | No. 18<br>Through<br>Express | No. 19<br>Through<br>Express | No. 21<br>Through<br>Express | No. 22<br>Through<br>Express | No. 23<br>Through<br>Express |  |  |  |  |  |
|              | A.M.           | A.M.                        | A.M.                      | A.M.                       | A.M.            | P.M.                         | P.M.                         | P.M.                         | P.M.                         | P.M.                         |  |  |  |  |  |
| LEAF Ferry   |                |                             |                           |                            |                 |                              |                              |                              |                              |                              |  |  |  |  |  |
| Leaf Ferry   | dep.           | 6.45                        | 7.10                      | 6.35                       | 10.15           | 11.01 A.M.                   | 1.05                         | 1.55                         | 4.55                         | 6.05                         |  |  |  |  |  |
| HOWLAND      | dep.           | 6.48                        | 7.18                      | 6.38                       | 10.18           | 11.04 A.M.                   | 1.08                         | 1.58                         | 4.58                         | 6.08                         |  |  |  |  |  |
| Howland      | arr.           | 6.55                        | 7.25                      | 6.45                       | 10.25           | 11.11 A.M.                   | 1.15                         | 2.05                         | 4.55                         | 6.15                         |  |  |  |  |  |
| Yachama      | dep.           | 6.57                        | 7.27                      | 6.47                       | 10.27           | 11.16 A.M.                   | 1.20                         | 2.10                         | 4.58                         | 6.20                         |  |  |  |  |  |
| Shakin       | dep.           | 7.09                        | 7.39                      | 6.59                       | 10.39           | 11.28 A.M.                   | 1.40                         | 2.30                         | 4.58                         | 6.32                         |  |  |  |  |  |
| Tulpe        | dep.           | 7.33                        | 7.63                      | 7.23                       | 10.63           | 11.52 A.M.                   | 1.57                         | 2.47                         | 4.58                         | 6.57                         |  |  |  |  |  |
| Tulpe Markes | dep.           | 7.38                        | 7.68                      | 7.28                       | 10.68           | 11.57 A.M.                   | 2.01                         | 2.51                         | 4.58                         | 7.01                         |  |  |  |  |  |
| Yachama      | dep.           | 7.57                        | 7.87                      | 7.47                       | 10.87           | 12.17 P.M.                   | 2.17                         | 3.07                         | 4.58                         | 7.17                         |  |  |  |  |  |
| Howland      | dep.           | 7.51                        | 7.81                      | 7.71                       | 10.81           | 12.11 P.M.                   | 2.11                         | 3.01                         | 4.58                         | 7.11                         |  |  |  |  |  |
| HOWLAND      | arr.           | 7.58                        | 7.88                      | 7.78                       | 10.88           | 12.18 P.M.                   | 2.18                         | 3.08                         | 4.58                         | 7.18                         |  |  |  |  |  |
| Shakin       | dep.           | 8.10                        | 8.00                      | 7.90                       | 11.00           | 12.30 P.M.                   | 2.30                         | 3.20                         | 4.58                         | 7.30                         |  |  |  |  |  |
| Shakin       | arr.           | 8.17                        | 8.07                      | 7.97                       | 11.07           | 12.37 P.M.                   | 2.37                         | 3.27                         | 4.58                         | 7.37                         |  |  |  |  |  |
| Shakin       | dep.           | 8.25                        | 8.15                      | 8.05                       | 11.15           | 12.45 P.M.                   | 2.45                         | 3.35                         | 4.58                         | 7.45                         |  |  |  |  |  |
| Shakin       | arr.           | 8.32                        | 8.22                      | 8.12                       | 11.22           | 12.52 P.M.                   | 2.52                         | 3.42                         | 4.58                         | 7.52                         |  |  |  |  |  |
| Shakin       | dep.           | 8.40                        | 8.30                      | 8.20                       | 11.30           | 1.00 P.M.                    | 3.00                         | 3.50                         | 4.58                         | 8.00                         |  |  |  |  |  |
| Shakin       | arr.           | 8.47                        | 8.37                      | 8.27                       | 11.37           | 1.07 P.M.                    | 3.07                         | 3.57                         | 4.58                         | 8.07                         |  |  |  |  |  |
| Shakin       | dep.           | 8.55                        | 8.45                      | 8.35                       | 11.45           | 1.15 P.M.                    | 3.15                         | 4.05                         | 4.58                         | 8.15                         |  |  |  |  |  |
| Shakin       | arr.           | 9.02                        | 8.52                      | 8.42                       | 11.52           | 1.22 P.M.                    | 3.22                         | 4.12                         | 4.58                         | 8.22                         |  |  |  |  |  |
| Shakin       | dep.           | 9.10                        | 9.00                      | 8.50                       | 12.00           | 1.30 P.M.                    | 3.30                         | 4.20                         | 4.58                         | 8.30                         |  |  |  |  |  |
| Shakin       | arr.           | 9.17                        | 9.07                      | 8.57                       | 12.07           | 1.37 P.M.                    | 3.37                         | 4.27                         | 4.58                         | 8.37                         |  |  |  |  |  |
| Shakin       | dep.           | 9.25                        | 9.15                      | 9.05                       | 12.15           | 1.45 P.M.                    | 3.45                         | 4.35                         | 4.58                         | 8.45                         |  |  |  |  |  |
| Shakin       | arr.           | 9.32                        | 9.22                      | 9.12                       | 12.22           | 1.52 P.M.                    | 3.52                         | 4.42                         | 4.58                         | 8.52                         |  |  |  |  |  |
| Shakin       | dep.           | 9.40                        | 9.30                      | 9.20                       | 12.30           | 2.00 P.M.                    | 4.00                         | 4.50                         | 4.58                         | 9.00                         |  |  |  |  |  |
| Shakin       | arr.           | 9.47                        | 9.37                      | 9.27                       | 12.37           | 2.07 P.M.                    | 4.07                         | 4.57                         | 4.58                         | 9.07                         |  |  |  |  |  |
| Shakin       | dep.           | 9.55                        | 9.45                      | 9.35                       | 12.45           | 2.15 P.M.                    | 4.15                         | 5.05                         | 4.58                         | 9.15                         |  |  |  |  |  |
| Shakin       | arr.           | 10.02                       | 9.52                      | 9.42                       | 12.52           | 2.22 P.M.                    | 4.22                         | 5.12                         | 4.58                         | 9.22                         |  |  |  |  |  |
| Shakin       | dep.           | 10.10                       | 10.00                     | 9.50                       | 1.00            | 2.30 P.M.                    | 4.30                         | 5.20                         | 4.58                         | 9.30                         |  |  |  |  |  |
| Shakin       | arr.           | 10.17                       | 10.07                     | 9.57                       | 1.07            | 2.37 P.M.                    | 4.37                         | 5.27                         | 4.58                         | 9.37                         |  |  |  |  |  |
| Shakin       | dep.           | 10.25                       | 10.15                     | 10.05                      | 1.15            | 2.45 P.M.                    | 4.45                         | 5.35                         | 4.58                         | 9.45                         |  |  |  |  |  |
| Shakin       | arr.           | 10.32                       | 10.22                     | 10.12                      | 1.22            | 2.52 P.M.                    | 4.52                         | 5.42                         | 4.58                         | 9.52                         |  |  |  |  |  |
| Shakin       | dep.           | 10.40                       | 10.30                     | 10.20                      | 1.30            | 3.00 P.M.                    | 5.00                         | 5.50                         | 4.58                         | 10.00                        |  |  |  |  |  |
| Shakin       | arr.           | 10.47                       | 10.37                     | 10.27                      | 1.37            | 3.07 P.M.                    | 5.07                         | 5.57                         | 4.58                         | 10.07                        |  |  |  |  |  |
| Shakin       | dep.           | 10.55                       | 10.45                     | 10.35                      | 1.45            | 3.15 P.M.                    | 5.15                         | 6.05                         | 4.58                         | 10.15                        |  |  |  |  |  |
| Shakin       | arr.           | 11.02                       | 10.52                     | 10.42                      | 1.52            | 3.22 P.M.                    | 5.22                         | 6.12                         | 4.58                         | 10.22                        |  |  |  |  |  |
| Shakin       | dep.           | 11.10                       | 11.00                     | 10.50                      | 2.00            | 3.30 P.M.                    | 5.30                         | 6.20                         | 4.58                         | 10.30                        |  |  |  |  |  |
| Shakin       | arr.           | 11.17                       | 11.07                     | 10.57                      | 2.07            | 3.37 P.M.                    | 5.37                         | 6.27                         | 4.58                         | 10.37                        |  |  |  |  |  |
| Shakin       | dep.           | 11.25                       | 11.15                     | 11.05                      | 2.15            | 3.45 P.M.                    | 5.45                         | 6.35                         | 4.58                         | 10.45                        |  |  |  |  |  |
| Shakin       | arr.           | 11.32                       | 11.22                     | 11.12                      | 2.22            | 3.52 P.M.                    | 5.52                         | 6.42                         | 4.58                         | 10.52                        |  |  |  |  |  |
| Shakin       | dep.           | 11.40                       | 11.30                     | 11.20                      | 2.30            | 4.00 P.M.                    | 6.00                         | 6.50                         | 4.58                         | 11.00                        |  |  |  |  |  |
| Shakin       | arr.           | 11.47                       | 11.37                     | 11.27                      | 2.37            | 4.07 P.M.                    | 6.07                         | 6.57                         | 4.58                         | 11.07                        |  |  |  |  |  |
| Shakin       | dep.           | 11.55                       | 11.45                     | 11.35                      | 2.45            | 4.15 P.M.                    | 6.15                         | 7.05                         | 4.58                         | 11.15                        |  |  |  |  |  |
| Shakin       | arr.           | 12.02                       | 11.52                     | 11.42                      | 2.52            | 4.22 P.M.                    | 6.22                         | 7.12                         | 4.58                         | 11.22                        |  |  |  |  |  |
| Shakin       | dep.           | 12.10                       | 12.00                     | 11.50                      | 3.00            | 4.30 P.M.                    | 6.30                         | 7.20                         | 4.58                         | 11.30                        |  |  |  |  |  |
| Shakin       | arr.           | 12.17                       | 12.07                     | 11.57                      | 3.07            | 4.37 P.M.                    | 6.37                         | 7.27                         | 4.58                         | 11.37                        |  |  |  |  |  |
| Shakin       | dep.           | 12.25                       | 12.15                     | 12.05                      | 3.15            | 4.45 P.M.                    | 6.45                         | 7.35                         | 4.58                         | 11.45                        |  |  |  |  |  |
| Shakin       | arr.           | 12.32                       | 12.22                     | 12.12                      | 3.22            | 4.52 P.M.                    | 6.52                         | 7.42                         | 4.58                         | 11.52                        |  |  |  |  |  |
| Shakin       | dep.           | 12.40                       | 12.30                     | 12.20                      | 3.30            | 5.00 P.M.                    | 7.00                         | 7.50                         | 4.58                         | 12.00                        |  |  |  |  |  |
| Shakin       | arr.           | 12.47                       | 12.37                     | 12.27                      | 3.37            | 5.07 P.M.                    | 7.07                         | 7.57                         | 4.58                         | 12.07                        |  |  |  |  |  |
| Shakin       | dep.           | 12.55                       | 12.45                     | 12.35                      | 3.45            | 5.15 P.M.                    | 7.15                         | 8.05                         | 4.58                         | 12.15                        |  |  |  |  |  |
| Shakin       | arr.           | 13.02                       | 12.52                     | 12.42                      | 3.52            | 5.22 P.M.                    | 7.22                         | 8.12                         | 4.58                         | 12.22                        |  |  |  |  |  |
| Shakin       | dep.           | 13.10                       | 13.00                     | 12.50                      | 4.00            | 5.30 P.M.                    | 7.30                         | 8.20                         | 4.58                         | 12.30                        |  |  |  |  |  |
| Shakin       | arr.           | 13.17                       | 13.07                     | 12.57                      | 4.07            | 5.37 P.M.                    | 7.37                         | 8.27                         | 4.58                         | 12.37                        |  |  |  |  |  |
| Shakin       | dep.           | 13.25                       | 13.15                     | 13.05                      | 4.15            | 5.45 P.M.                    | 7.45                         | 8.35                         | 4.58                         | 12.45                        |  |  |  |  |  |
| Shakin       | arr.           | 13.32                       | 13.22                     | 13.12                      | 4.22            | 5.52 P.M.                    | 7.52                         | 8.42                         | 4.58                         | 12.52                        |  |  |  |  |  |
| Shakin       | dep.           | 13.40                       | 13.30                     | 13.20                      | 4.30            | 6.00 P.M.                    | 8.00                         | 8.50                         | 4.58                         | 13.00                        |  |  |  |  |  |
| Shakin       | arr.           | 13.47                       | 13.37                     | 13.27                      | 4.37            | 6.07 P.M.                    | 8.07                         | 8.57                         | 4.58                         | 13.07                        |  |  |  |  |  |
| Shakin       | dep.           | 13.55                       | 13.45                     | 13.35                      | 4.45            | 6.15 P.M.                    | 8.15                         | 9.05                         | 4.58                         | 13.15                        |  |  |  |  |  |
| Shakin       | arr.           | 14.02                       | 13.52                     | 13.42                      | 4.52            | 6.22 P.M.                    | 8.22                         | 9.12                         | 4.58                         | 13.22                        |  |  |  |  |  |
| Shakin       | dep.           | 14.10                       | 14.00                     | 13.50                      | 5.00            | 6.30 P.M.                    | 8.30                         | 9.20                         | 4.58                         | 13.30                        |  |  |  |  |  |
| Shakin       | arr.           | 14.17                       | 14.07                     | 13.57                      | 5.07            | 6.37 P.M.                    | 8.37                         | 9.27                         | 4.58                         | 13.37                        |  |  |  |  |  |
| Shakin       | dep.           | 14.25                       | 14.15                     | 14.05                      | 5.15            | 6.45 P.M.                    | 8.45                         | 9.35                         | 4.58                         | 13.45                        |  |  |  |  |  |
| Shakin       | arr.           | 14.32                       | 14.22                     | 14.12                      | 5.22            | 6.52 P.M.                    | 8.52                         | 9.42                         | 4.58                         | 13.52                        |  |  |  |  |  |
| Shakin       | dep.           | 14.40                       | 14.30                     | 14.20                      | 5.30            | 7.00 P.M.                    | 9.00                         | 9.50                         | 4.58                         | 14.00                        |  |  |  |  |  |
| Shakin       | arr.           | 14.47                       | 14.37                     | 14.27                      | 5.37            | 7.07 P.M.                    | 9.07                         | 9.57                         | 4.58                         | 14.07                        |  |  |  |  |  |
| Shakin       | dep.           | 14.55                       | 14.45                     | 14.35                      | 5.45            | 7.15 P.M.                    | 9.15                         | 10.05                        | 4.58                         | 14.15                        |  |  |  |  |  |
| Shakin       | arr.           | 15.02                       | 14.52                     | 14.42                      | 5.52            | 7.22 P.M.                    | 9.22                         | 10.12                        | 4.58                         | 14.22                        |  |  |  |  |  |
| Shakin       | dep.           | 15.10                       | 15.00                     | 14.50                      | 6.00            | 7.30 P.M.                    | 9.30                         | 10.20                        | 4.58                         | 14.30                        |  |  |  |  |  |
| Shakin       | arr.           | 15.17                       | 15.07                     | 14.57                      | 6.07            | 7.37 P.M.                    | 9.37                         | 10.27                        | 4.58                         | 14.37                        |  |  |  |  |  |
| Shakin       | dep.           | 15.25                       | 15.15                     | 15.05                      | 6.15            | 7.45 P.M.                    | 9.45                         | 10.35                        | 4.58                         | 14.45                        |  |  |  |  |  |
| Shakin       | arr.           | 15.32                       | 15.22                     | 15.12                      | 6.22            | 7.52 P.M.                    | 9.52                         | 10.42                        | 4.58                         | 14.52                        |  |  |  |  |  |
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## THE CANTON CUSTOMS. CONTROL BY THE MILITARY GOVERNMENT.

### THE PLEA OF JUSTIFICATION.

The following official statement appears in the Canton Times:—  
In view of the constant false reports purposely spread about the doings of the present Military Government and of the persistent efforts made by its political enemies who, by means of subsidised Press and other agents have been manufacturing ridiculous canards concerning this Government, as witness the scurrilous reported sale of Kien Chow Island (Hainan Island) to a foreign Power, and the consequent false impression prevailing in the minds of the general public in regard to the policy of this Government and its doing, the Administrative Directors feel it necessary to issue the following statement.

On January 15th, 1921, the Military Government ordered that the Chinese Maritime Customs Service functioning in the provinces under its jurisdiction shall be subject to its orders and control as from February 1st, 1921.

In arriving at this decision the Government has been under the compulsion of the following facts and conditions:—

1.—The action of the Military Government is justified by its rights. The Customs service is, after all, but one of the Government services of the country and its officials, the public servants. Since the Military Government exercises absolute and exclusive control, *de facto* as well as *de jure*, over all affairs, administrative, financial and otherwise, in the Constitutional Provinces, it is an anomaly and an absurdity that the Chinese Maritime Customs Service should function in these provinces under the orders of an authority at Peking and collect from these provinces revenue which is diverted to use elsewhere malignant to the interests of the country.

The Military Government, recognising the efficient organization of the Customs Service and the good work rendered to China, holds the policy that this change of control from the Peking authority to the Military Government will in the least affect the present personnel acknowledging its authority nor the rules of the service. As the Customs revenue has been hypothecated at different times for the service of various foreign obligations, it is not intended that the interests of the creditors should be in any way jeopardised. The revenue from the South-western provinces will bear a proportionate share of the burden, which will form, as hitherto, a first charge.

The authorities at Peking have no sincere desire to make peace, or to effect the unification of the country, nor have they the ability to do so. They recalled their peace delegates from Shanghai and would not send others even after the repeated requests of the Military Government to them to do so. They proclaimed the unification of the country without first setting the terms at the Shanghai Peace Conference, hoping thereby to evade the conditions of the South, which, while beneficial to the country, they know to be disadvantageous to their self interest, and also to deceive the foreign Powers into making them loans of large sums of money. They fear that if the Government of the country is participated in by enlightened men they will not be permitted to continue their ways. They are now squandering millions borrowed under all sorts of terms and conditions, not for the purpose of doing work of a constructive nature, but for the good of the people, but for the aggrandisement and strengthening of their positions and powers and for the suppression of the people's rights.

With such men at Peking no sensible man can hope for unification of China. The members of the Military Government yield to none in the desire for restoration of peace and for a real unification, but while Peking is hopeless they see no reason why they should not do what they can to organise and reform the provinces under their jurisdiction and to arouse and awaken the country at large to work out its own salvation.

The condition of the Kwangtung province is deplorable. For four years the Kwangtung militaryists governed the province by arbitrary methods. Every inch of the public land has been either sold or heavily mortgaged; illegal and absurd taxes have been imposed; monopolies have been unlawfully and surreptitiously granted; gambling of all kinds have been compelled to contribute a portion of their earnings to fill their pockets. On the other hand the Canton treasury is empty and the Government is now surrounded by a host of creditors.

Notwithstanding these great handicaps the Military Government and the present Provincial Government of Kwangtung have, since their advent into power, abolished gambling and lotteries of whatever shape or form, at the tremendous sacrifice of nearly \$10,000,000 a year to their revenue, that being the amount of gambling licences. In less than two months they have abolished the Tunchun-ship (War-Lordship) and the posts of the seven garrison-commissioners who are small editions of the tuchuns. They have also abolished the Tuo-yins who are inefficient and useless. They have effected peacefully the disarmament of over 210 battalions of troops numbering about 63,000 men. They have energetically suppressed the growing and smoking of opium. They have introduced municipal government for the first time into China. Other reforms on their programme are: self-government for the districts; increasing the appropriations for education which has of late been shamefully neglected; the reform of the judiciary; to necessary to any well-ordered government; and the opening up of the province with the aid of foreign enterprise.

(Continued at foot of next column.)

## A BOLSHEVİK MAJORITY AT VLADIVOSTOCK.

A Reuter message from Vladivostock

says:—  
The election has resulted in the return of the following groups:—

|                        |    |
|------------------------|----|
| Communists             | 15 |
| National Democrats     | 8  |
| Progressive Democrats  | 2  |
| Social Revolutionaries | 1  |
| Democrats              | 1  |
| Mensheviks             | 1  |

A pronounced indifference towards the elections was shown, only the Extreme Left, made up principally of workmen, and the Extreme Right, participating. The Middle Classes and educated *bourgeois* did not vote, stating that a Bolshevik majority was a foregone conclusion, while in case the Bolsheviks were in the minority, the National Assembly would not be permitted to meet. In addition they argued that they had often voted in various elections during the past few years but without tangible results.

## THE SHOOTING AFFAIR AT VLADIVOSTOCK.

ADMIRAL GLEAVES NOT GOING TO VLADIVOSTOCK.

The U.S. destroyer *Elhiol*, after leaving the port of Manila with Admiral Alford M. Gleaves, Commander-in-Chief of the Asiatic Fleet of the United States Navy, on board, turned back in mid-ocean for the Philippines. The Admiral had been expected to arrive in Shanghai last Thursday night, the *N.Y. Daily News* says, and he was to go on board the U.S. cruiser *New Orleans* and be conveyed to Vladivostock, where he intended to investigate the conditions surrounding the murder of Lieutenant W. S. Langdon, chief engineer of the U.S.S. *Langdon*, who has been turned back to his home, but it is thought that he may have received a message from Vladivostock influencing his return while en route.

## MOBILIZATION IN VLADIVOSTOCK.

UNDER ORDERS FROM MOSCOW.

Various orders for mobilization have been received at Vladivostock from China and also direct from Moscow. These are being carried out in most parts of the Maritime Province, where the Japanese authorities are now in control.

## SAIGON RICE MARKET.

The Compagnie de Commerce et de Navigation d'Extrême-Orient, in their report dated Saigon, January 5th, state:—  
During the last fortnight there has been absolutely no business in rice except a few lots sold to Manila and some parcels sent to Hongkong.

The price of paddy has sensibly dropped, but the frequent falls of rain are preventing the abundant arrivals of new paddy on the market expected at this season.

The total amount of rice exported from January 1st to 4th, 1921, is 1,883 tons against 15,450 tons in 1920.

We quote to-day:—White Saigon rice, No. 2 sifted, Japan quality, Hongkong \$4.50 per picul f.o.b. Saigon for January and February shipment.

## REMARKABLE BATTLESHIP MODEL.

For many years it has been the custom of the British Admiralty to use working models of the machinery and apparatus on board ship for the instruction of cadets. This system of preliminary training has hitherto been applied mainly to the forecastle-head operations, such as the working of windlasses, capstans, chain-works, tackle, and so on. Recently, however, it has been extended to the structural arrangement of the whole ship's interior. The first model of this kind has been constructed by a British firm to represent accurately the equipment of Britain's largest battleship, H.M.S. *Hood*. This vessel has a complement of 1,450 officers and men—about twice the man power of the Dreadnought type—and from this fact one may gather some notion of the complexity and immensity of the interior which the model reproduces. The model will enable officers in particular to gain the necessary knowledge of the various compartments and appliances, the ways of entrance and egress, the systems of control, the identification of valves and other details. Zinc and brass are mainly used in the construction of this remarkable model, which is about ten feet in length. Each deck or portion of deck is made removable, so that all the under-deck arrangements, which are reproduced with extreme fidelity to detail, may be closely examined.

The Administrative Directors are fully aware that the work they are engaged in is an uphill and herculean task, aggravated by the lack of funds and the scarcity of competent and honest helpers. In cleansing the Augean stable it necessarily arouses the ill-feeling of corrupt and incompetent officials displaced, and gives opening for attacks by their political enemies and others. They dare not boast they are infallible, but they do declare their strict honesty of purpose in what they do and are willing to rest on the result of their administration for the impartial opinion and judgment of the public. What they ask the public foreign as well as the Chinese, is that they should not hastily believe absurd reports published in the Press without actual truthful confirmation. They invite any one who is disposed to do so to visit Canton and judge for himself. In fearlessly carrying out their policy they sincerely hope they will be supported by their countrymen and foreign public opinion.

Canton, January 18th, 1921.

## SUGAR INDUSTRY OF CHINA.

(By GEORGE H. FAIRCHILD.)

The Chinese were producing sugar at the dawn of history and the main districts where it was grown are known as the eight Chows; Changchow, in Fukien province; Hweichow, in Anhwei province; Chaochow, Chuenchow, Kwangchow, Shaochow, and Lienchow, in Kwangtung province; and what is now known as Formosa. In modern times sugar cane has been cultivated in Szechuen, Kuangsi, Kiangsi, Chekiang, Honan, and Yunnan. These six provinces with those of Fukien and Kwangtung, comprise the eight sugar provinces in which the Chow sugar districts were the largest producers. In more recent years the importations of foreign sugars have increased to such an extent that the local sugar production has materially declined.

The chief sources of supply at the present time, exclusive of North Manchuria, where an effort is being made to raise beet sugar, are:—Chayang, Tenghai, Haiyang, Chiehchang, and Puning, in Kwangtung province; Haitung, Tungun, Hsienyu, Lungchi, in Fukien province; and Neikiang, Tsetung, Tzeyang, and Chuyang, in Szechuen province.

Data as to the exact quantity produced annually are difficult to obtain, but it is estimated that the production at the present time approximates 350,000 short tons, as against 400,000 to 500,000 short tons forty or fifty years ago. The greatest production at the present time is said to be in the rich but isolated Szechuen province, where over 133,000 short tons are raised annually. Most of this is consumed locally, as the expenses of exportation, owing to the difficulties of transportation and the high internal revenue taxes collected at the numerous "likin" stations, prohibit the marketing of this sugar outside of the district. Next comes the province of Kwangtung, producing 100,000 short tons, followed by Fukien with an annual production of about 35,000 short tons. In the districts of Kuangsi, Kiangsi, Yunnan, and Kweichow, approximately 65,000 short tons are cropped annually.

The sugar industry of China fifty years ago was very prosperous, the country ranking with India, Java, the Philippines, and Cuba as among the four great sugar producing countries of the world. Not only local demands were supplied, but a relatively large quantity was exported to foreign countries, amounting in 1884 to 100,000 short tons. Since the development of the European beet sugar industry, however, China has practically fallen out of the race, so that to-day eleven other countries surpass her in the production of sugar. Formosa, after passing under the sovereignty of Japan over twenty years ago, now produces almost as much sugar as China.

The sugar now exported from China is sent from the interior provinces to Hongkong and Shanghai to be refined, in which form most of it is returned to interior points north or south of provinces where it is produced. It is stated that such shipments vary in quantities from 5,500 to 20,000 short tons per annum, of which about nine-tenths are returned to the interior as refined sugar. The importations of foreign sugar into China have increased rapidly. The northern part of the country imports sugar from Japan while the southern part draws upon the Philippines and Java. Though reliable statistics are difficult to obtain, it has been estimated that the importations of raw sugar into Hongkong amount to 1,000,000 bags early (1 bag equals 100 pounds). Some of this sugar is refined and shipped to the interior of China and some to foreign ports. Twenty years ago China's importations of sugar amounted to but from 50,000 to 100,000 tons, while in recent years they have increased to 325,000 in 1913 approximating 500,000 tons.

Failing to note the rapid development which followed the introduction of the beet sugar industry into Western Europe, the conservative Chinese producers instead of maintaining their place in the foreign market, found their own very largely preempted by foreign sugars of a superior quality. Another cause of the decline in Chinese sugar production was the imposition of an import tax of 5 per cent. on all foreign goods to provide the means for indemnifying the losses the nationals of foreign Governments sustained during the Boxer Rebellion in 1900. When foreign sugars have paid this import tax and the inland transit dues of two and a half per cent. additional, they can be transported to any place in the interior of China without payment of any of the internal taxes and incurring the incidental vexatious delays to which native sugars are subjected in transportation over long distances by rivers or canals to seaports and then by rivers and canals to their final destination in provinces which do not grow sugar cane. In addition to the delays, the local taxation at the frequent likin stations became so exorbitant that the Chinese sugar is unable to meet the competition foreign sugars which, after paying the seven and a half per cent. tax upon entry into the country, may be shipped to any part of China without being subjected to the likin taxes and the incidental annoyances.

So long as China continues to manufacture an inferior quality of sugar and is handicapped with limited transportation facilities and innumerable interior taxation stations, it will be impossible for the country to attain the position in the world's sugar market which it lost. On the basis of statistics obtainable, which credit China with an annual production of some 350,000 tons of sugar and an importation of 450,000 tons, it appears that but 300,000 tons are consumed annually by 400,000,000 people. Though

(Continued at foot of next column.)

## AN AERIAL SERVICE IN CHINA. PEKING TO SHANGHAI IN NINE HOURS.

Definite plans have been formulated for the establishment of a regular aerial service between Peking and Shanghai, to come into operation in May or June of the present year.

Mr. David Fraser, in the course of a lengthy contribution on the subject to the *N.Y. Daily News*, writes:—

The projected service to Shanghai is so interesting, not to say dramatic, a departure that the details of the plan will be of public interest. The only objection to such a service is that the existence of first-class communication by rail makes it rather superfluous. On the other hand the aviation authorities, as a commencement have chosen the easiest route they could find in order to demonstrate with the least possible delay the feasibility of flying services in general. The fact that the railway is there makes the route easy to follow, and simplifies the position for passengers, mails and the aeroplanes in the event of a forced descent. Owing to the absence of mountains flying is easier along this route than any other perhaps to be found in China. Along it there are already several suitable open spaces for aerodromes, while emergency landing places are easily arranged. Meteorological stations already existing at each end will furnish pilots with valuable information as to weather conditions. And another small advantage is that as the route follows the rails and telegraphs, wireless on the aeroplanes can be dispensed with. All these considerations have led to the selection of the Shanghai route as a beginning, for the main object is to prove that flying is a safe and speedy means of communication. More useful and necessary services will follow after confidence has been established.

DETAILS OF THE SCHEME.  
The intention is to divide the route into three stages. Tainanfu, 245 miles; Nanking 300; and Shanghai 180, altogether a total of 735 miles. In addition stops will be made at Tientsin and Hsichow for mails and passengers. At all of these places there will be regular aerodromes with accommodation for machines and a small staff of mechanics, etc. Throughout the route there will be night emergency landing places where pilots can obtain petrol and oil, and telegraph in emergency. The whole journey including stops will take nine hours. It sounds almost too good to be true, but anybody who has seen the monster machines soaring over Peking and realized their scope and power, can feel nothing but confidence that they will do whatever is required of them with certainty and safety.

Thanks to Chang Tso-lin, no Chinese pilots have had sufficient training to fly the large type machines, and for this purpose a staff of foreign pilots have been engaged for a year, and are now in route from America and Europe. The question of expense is interesting. The whole capital expenditure for buildings, purchase of ground for aerodromes, etc., is put at \$135,000. The monthly expenditure for the whole of the special staff to maintain the service, for hire of landing places, for petrol and oil, and all incidentals, is calculated to be \$40,000. That provides a daily service both ways between Peking and Shanghai, and the daily employment of six aeroplanes, or to be more exact 34 complete flights each way per month. On that basis a full load of mails, passengers and parcels would give a monthly revenue of \$95,000. Naturally it is not expected to earn the full revenue at the start, but the authorities feel confident that the receipts practically from the beginning will be sufficient to cover the expenses.

It should be observed that the intention is not to carry passengers until the service is regularly going and proved safe and reliable. The cost for passengers will be 25 cents per mile or nearly \$300 for the journey to Shanghai. If this rate does not attract passengers it can be reduced. One possible modification of the scheme is to have a bi-weekly instead of a daily service each way, thus reducing the running expenses practically by half. This for the present is a detail. What all China will be entranced to see is the establishment of the service, and to know that the country is seriously and solidly developing the use of this most wonderful of modern inventions, especially valuable in China where communications are deficient and difficult to improve.

undoubtedly a great many of the inhabitants of China have never used sugar except in very small quantities, this low per capita consumption of four pounds annually is somewhat misleading in view of the fact that many Chinese satisfy their demands for sweets through syrups made from sorghum and other sources, such as honey. By way of comparison, from 65,000,000 to 75,000,000 Japanese consume 500,000 tons of sugar a year.

Efforts for some time have been made to produce beet sugar on an extensive scale in Manchuria. There are many reasons to explain the lack of success to date, but the main one seems to be that the transitory period between very hot summers and severely cold winters is so short that the favourable long autumn of Western Europe, so essential to successful beet culture and manufacture, is absent. Under such climatic conditions the yields will be low, and the expense of harvesting and manufacturing relatively much greater than they are in Western Europe. Investigations and experiments are now being made in the Shantung district to determine whether or not beet sugar can be profitably raised in that district.—*U.S. Commerce Reports*.



## SUPREME COURT.

[BEFORE HIS HONOUR THE ACTING CHIEF JUSTICE (MR. H. J. GOMPERTZ).]

## NEEDLES IN DISPUTE.

The hearing was resumed yesterday of the suit in which A. F. R. Negro, trading as R. Negro, sued Joe Morais for \$7,500 damages alleged to have been incurred as the result of the failure of the defendant to take delivery of an order of 50 cases of needles. The defendant submitted a counter-claim for damages amounting to \$8,250.

The plaintiff was represented by Mr. F. C. Jenkin, instructed by Mr. Crew; the defendant by Mr. Eldon Potter instructed by Mr. Hind.

Mr. Jenkin, for the plaintiff, said that his pleading had been for the purpose of showing a sale of specific goods. He denied that he did not open to that effect. He did not use the words "specific goods," but he opened with all the facts in the meaning of the Sale of Specific Goods Ordinance. The only question remaining was whether, having opened and proved, he had pleaded sufficient facts to show that what was being relied on was a showing of a sale of specific goods. The plaintiff had actually seen the 50 cases of goods which he had agreed to accept. This was a sale of specific goods. The fact that the defendant had written a letter directing that they be sold for him showed that they were specific goods and in a deliverable state.

His Lordship said he thought it could be agreed that there was an acceptance when the defendant gave instructions to sell. The difficulty was what he had not gathered from the pleadings that a sale of specific goods was claimed.

Mr. Jenkin said he had opened with the arrival of the cases of goods; that they were the only lot the plaintiff had; that the defendant inspected the lot; and that he accepted the lot. He had also put in the letter instructing the plaintiff to sell the cases, as well as the bill of lading. If these facts had left the question in doubt he could only regret that it had not been appreciated. There had not been the slightest cross-examination on any of the points. Having given all the facts, he submitted, it was not necessary for him to use the words "sale of specific goods." The only question was whether the defence had been taken by surprise.

His Lordship: I must admit I should not have expected to have found such an important point under a paragraph which begins with a waiver.

Mr. Jenkin replied that he had set out why the defence had waived the conditions and gave the reasons for it—that they had accepted the goods and directed the plaintiff to sell. That, he said, coupled with the statement of claim, was sufficient to cover the sale of specific goods.

His Lordship: I think the best I can do is to give you leave to amend.

His Lordship pointed out that it will carry with it permission to Mr. Potter to recall any witness for cross-examination. The case is proceeding.

## SERIOUS CASE OF OPIUM SMUGGLING.

## WHAT THE LAW PRESUMES.

## SENTENCE POSTPONED.

The master of a junk was charged before Mr. G. N. Orme at the Magistracy, yesterday afternoon, with being in possession, on January 13th, of 4,819 tael of prepared opium and 140 tael of raw opium.

Mr. J. M. Hall, who defended, said the defendant's case was that he was hailed from the shore by a passenger who wanted to be taken to a ship in the harbour. The opium was part of the passenger's baggage. Mr. Hall urged that the charge against the defendant should be dismissed; or, at any rate, that it should be treated as a technical offence.

The Magistrate pointed out that under Ordinance No. 19 of 1918, on which the proceedings were based, the defendant was presumed to know the contents of the packages in his charge.

Mr. Hall: I am not stretching it rather far?

The Magistrate: He is presumed to know the contents unless he can prove otherwise.

Mr. Hall: It is not up to a boatman to examine the goods of every passenger. The passengers would object, and he would get no custom. Mr. Hall added that a client might leave a package in his care; he would not examine it, and might find himself arrested a few minutes later.

The Magistrate: But would you accept a package from a client at 4 a.m. (The transaction in which the defendant was involved took place in the harbour at this hour).

The Magistrate said this was a particularly serious offence, having regard to the large quantity of opium involved. The defendant would be convicted, but the case would be postponed until next day for consideration of the nature of the sentence, whether imprisonment or banishment.

## INFRINGING A TRADEMARK. CHINESE FIRM SUMMONED.

The Chinese firm of Shi Cheong, of 10, Mercer Street, was before Mr. Orme at the Magistracy, yesterday, for having in their possession carbolic soap which infringed the trade mark of Messrs. Colvert & Co., Ltd., soap manufacturers of Manchester and Bradford, England. Mr. M. J. D. Stephens, solicitor, said he represented the complainants under a special power of attorney to take proceedings in an infringement of their trade mark. Since the proceedings were begun he had obtained the usual order to enter the premises and the police had seized ten cases of medicated soap bearing the infringed marks. The defendants were served with a summons and a member of the firm waited upon him and admitted the infringement, giving the name of a firm in Japan from whom he bought the soap. He pleaded that he had been unaware that the goods were an infringement. The firm had agreed to sign an undertaking and to pay the complainants' costs. Mr. Stephens said he proposed that the defendants should sign the undertaking in the presence of the Magistrate, and that the document should then be filed in Court.

The Magistrate: I do not think it is a matter for the Court to fix the agreement. I will take it from the defendants, if you like, that they are willing to give the undertaking.

Mr. Stephens: I propose, if you will allow me, to file the document in Court.

The Magistrate: Yes, you can do that. I will enter the summons as withdrawn on the undertaking of the defendant.

The defendants asked that the soap might be returned to them on condition that they erased the trade marks.

Mr. Stephens objected to that as the marks would not be easily obliterated. He would agree if the soap were melted down, otherwise he would be condoning the offence in letting the defendants have the soap back. He considered he had been very lenient in settling the case out of Court; he might have claimed damages, but the firm had come forward voluntarily so he did not press for damages.

The soap was ordered to be forfeited on the understanding that the order might be waived if a method of disposal were found which the complainants considered satisfactory.

## PILFERAGE OF CARGO AT HOLT'S WHARF.

## MAXIMUM PENALTY IMPOSED.

At the Magistracy yesterday another case in which theft of cargo from Holt's Wharf was alleged was heard by Mr. G. N. Orme.

Two Chinese were charged with stealing 90 yards of white cotton material, part of the cargo of the s.s. *Mentor*, from the No. 1 hold of the ship.

The first accused pleaded "not guilty," and the second one, "guilty." Inspector Spens, who was in charge of the case, on behalf of the Water Police, said he was prepared to accept that plea, and asked for permission to withdraw the charge against the first defendant.

Proceeding against the second accused, Inspector Spens said that on the previous evening, while the *Mentor* was discharging cargo at Holt's Wharf, the watchman on duty saw a number of coolies in the No. 1 hold of the vessel acting in a suspicious manner. He went down to investigate and saw the men bending over a case of cargo which had been broken open. When the men saw him, they dispersed, but he managed to seize the accused and the other man. When the present defendant was searched, the cloth was found to be wound about his legs and body. There was no doubt, added the Inspector, that the accused was a member of a large gang of cargo thieves who operated on coast-going vessels.

Mr. G. N. Orme, who watched the case on behalf of Holt's Wharf, remarked that cargo pilferage was very prevalent at present. He had been instructed to ask the Magistrate to take a serious view of this case and inflict as heavy a penalty as possible.

The Magistrate sentenced the accused to six months' imprisonment with hard labour and 4 hours' stocks in lieu of the last day of the sentence.

## MADAME LOTTIE GORDON'S CHARITY CONCERT.

It is stated that the demand for seats for Madame Lottie Gordon's Grand Charity Concert next Saturday, at the Theatre Royal, has been unprecedented. The booking opened yesterday at 10 o'clock and promises well for the success of the concert. In addition to the many attractive items in the name of Miss Vera Mijova, the distinguished art dancer, who will be accompanied at the piano by Mr. Leo Podolsky, the brilliant pianist, now also figures on the programme. Both these artists have very kindly consented to aid the charitable objects of the concert.

## THE FAMINE IN NORTH CHINA.

## A FURTHER OFFICIAL APPEAL TO HONGKONG.

The following telegram has been received by H.E. the Governor from His Majesty's Minister at Peking:

"Warmest thanks for Government grants for famine relief. Millions are facing death from starvation. Available funds are totally inadequate and position now desperate. Money urgently required. Government earnestly begged to make appeal to people and open subscription lists in newspapers and elsewhere. Ten dollars saves a life. Expenditure under closest supervision. Kindly wire remittances periodically for famine relief to the Treasurer, British Legation, Peking."

The Colonial Treasurer will be pleased to remit to His Majesty's Minister by telegraph any contributions sent to him.

## FIRE AT MESSRS. BAILEY &amp; CO.'S SHIPYARD.

## WORK PROCEEDING AS USUAL.

Messrs. W. S. Bailey & Co.'s shipyard does not appear to have suffered from the recent fire to anything like the extent appearances suggested to those unfamiliar with the yard. None of the plant, machinery and main workshops were damaged by the fire, and the biggest handicap the firm has suffered is the loss of the offices and pattern shop with all plans, documents and patterns. A new stone building has been acquired for use as offices and is already equipped with new office furniture. The firm, we understand, has a great deal of work on hand, and eight steel and seven wooden vessels are at present under construction in the yards on which work is proceeding as usual. The hulls reported burnt were those of two small motor-craft, one of them having but little more than the keel laid. The firm's full staff is at work, and an army of coolies is engaged in clearing away the debris, and it is probable that all trace of the damage done will disappear in a few days.

Inquiries by the police and the management have so far failed to establish how the fire originated.

## CHINESE CHRISTIAN'S FORGIVING SPIRIT.

## YOUNG GAMBLER IN TROUBLE.

A Chinese convert to Christianity was the complainant in a charge of theft filed with Mr. R. E. Lissel at the Magistracy, yesterday. Although a lad whom he befriended had robbed him, the man showed a commendable spirit, declaring that as a Christian he was ready to forgive.

The lad, who was 16 years of age, admitted the theft of a quantity of clothing and some money, valued together at \$44, from the second floor of a house in Gough Street.

Inspector Purden, who prosecuted, said that the accused lived on the same floor as the complainant. Early yesterday morning he slipped into the complainant's cubicle and stole the property. When the complainant discovered his loss, he informed the police. Detectives arrested the accused, who confessed his guilt and said that he had pawned all the clothing, while he had lost the money and a gold ring in gambling.

The complainant intimated that he did not wish to press the charge, making the remarks indicated above. The Magistrate (to the boy): How can you face your friend after doing such a thing? Are you not ashamed of yourself? The boy made no reply. He seemed throughout the hearing to be quite unconcerned.

Inspector Purden said the accused had no parents here. He was in the charge of his brother-in-law who was present in Court. This man told the Magistrate that the boy was absolutely out of control. The Magistrate said the boy he would be grateful to the complainant for not pressing the charge or he would have had to go to jail. He would be given a chance of changing his mode of life. On condition that two sureties for his good behaviour were forthcoming the defendant would be discharged.

## THE ARMY IN INDIA.

## INDIAN ASSOCIATION'S MESSAGE TO THE VICEROY.

The Indian Association recently sent the following telegraphic message to the Secretary of State for India and to the Viceroy: The Indian Association, emphatically protests against the recommendations of the Esher Committee. Its composition and procedure were reactionary and disappointing. Association urges that no action be taken until the Indian Legislature has expressed opinion and until the Indian public have been consulted on the recommendations and the additional costs. The Association protests strongly against inter-alia ignoring Indian interests, saddling India with burdens necessitated by the imperial policy, releasing Indian Military power from civil control, the creation of four separate commands and districts and officers. The Association urges using the army for maintaining internal security, appointment of a civil member of defence in the Viceroy's Council, non-employment of Indian troops outside India, free admission of Indians of all provinces to all arms, to grant the King's commission to 50 per cent. adequate facilities for military training of Indians, and abolition of all invidious racial distinctions.

## S P O R T.

## FOOTBALL.

HONGKONG LEAGUE: DIVISION 1.

R.G.A. RES. 13; PUNJABIS. 1.

The R.G.A. Reserves-Punjabis match postponed from Saturday last was played yesterday, at Happy Valley, when the R.G.A. won by 13 goals to 1.

In the first-half Kent (3), Vcale (3), and Green (1) were the scorers for the R.G.A., who led at half-time by six goals to nil. In the second-half the R.G.A. added to their score through Kent (3), Green (3), and Banley (1), and just on time the Punjabis replied once.

UNITED SERVICES LEAGUE.

H.M.S. "HAWKINS," 3; H.M.S. "TAMAR," 2.

This match which practically decides the winners of the League ended in a win for the *Hawkins* by 3 goals to 2. The *Hawkins* started the game and, after the ball had been kicked out of the nullah a couple of times, Webb opened the scoring for them after a minutes' play. The play was very fast and even and good work was done by the defence on both sides. Routley, receiving from the left, best Jones with a cross-shot and brought the scores level. No further scoring took place before half time and the teams crossed over level.

On resuming, the *Hawkins* set up a determined attack on the *Tamar's* goal and should have scored early in the second half. It was left to the *Tamar* to take the lead, for Adams sent in a fast shot that Jones pushed out and as one of the *Tamar* forwards ran up, the ball struck him in the face and rebounded into the net. From the centre kick, the *Hawkins* again took up the attack, and the play was on the rough side. A free kick against the *Tamar*, almost on the penalty line, was taken by Wilkins, who sent into the net out of the reach of the *Hawkins* defence. The play hereabout was very rough and general times play was stopped through injuries. The *Hawkins* pressed and Mitch saved well. Webb, receiving a pass from Wilkins, sent over a well-timed centre and Russell, running at top speed, sent in a shot which Mitch did not see. The *Hawkins* thus gained the lead. The *Tamar* tried hard to level things up, but the *Hawkins* defence, playing the one back game, kept them out. Mr. Jones controlled the game.

HONGKONG RIFLE LEAGUE.

H.M.S. "CURLEW," 4; H.M.S. "TAMAR," 3.

A match between H.M.S. *Curlew* and H.M.S. *Tamar* was fired at Taihang Range on the 19th inst., and resulted in a win for H.M.S. *Tamar*. The scores were as follows:—

| Name          | 200. | 500. | 600. | Total. |
|---------------|------|------|------|--------|
| Mr. Dea       | 37   | 45   | 35   | 117    |
| Mr. Morgan    | 43   | 39   | 34   | 116    |
| Mr. Spencer   | 37   | 36   | 37   | 110    |
| Mr. Morgan    | 39   | 35   | 32   | 106    |
| Mr. Cox       | 31   | 33   | 31   | 95     |
| Mr. Newsam    | 40   | 25   | 30   | 95     |
| Mr. Carpenter | 37   | 21   | 23   | 81     |
| Mr. Talford   | 30   | 21   | 27   | 78     |
| Total         | 759  |      |      |        |

| Name            | 200. | 500. | 600. | Total. |
|-----------------|------|------|------|--------|
| Mr. Clemow      | 39   | 43   | 40   | 122    |
| Mr. Snell       | 37   | 42   | 38   | 117    |
| Mr. Brazendale  | 35   | 36   | 35   | 111    |
| Mr. Ravenscroft | 39   | 38   | 33   | 110    |
| Mr. Way         | 33   | 39   | 38   | 110    |
| Mr. Allen       | 38   | 40   | 31   | 109    |
| Mr. Blandon     | 30   | 34   | 34   | 98     |
| Mr. Deacon      | 29   | 31   | 21   | 81     |
| Total           | 858  |      |      |        |

H.M.S. "AMBROSE," 4; H.M.S. "TAMAR," 3.

This match was fired at Taihang Range on the 19th inst., and resulted in a win for H.M.S. *Tamar*. The scores were as follows:—

| Name        | 200. | 500. | 600. | Total. |
|-------------|------|------|------|--------|
| Mr. Feherdy | 37   | 40   | 35   | 112    |
| Mr. Walsh   | 35   | 32   | 31   | 98     |
| Mr. Elliott | 28   | 26   | 40   | 94     |
| Mr. Edridge | 33   | 29   | 17   | 79     |
| Mr. Tooker  | 33   | 23   | 24   | 80     |
| Mr. Newton  | 33   | 27   | 8    | 71     |
| Mr. Jarvis  | 31   | 19   | 16   | 66     |
| Total       | 716  |      |      |        |

| Name            | 200. | 500. | 600. | Total. |
|-----------------|------|------|------|--------|
| Mr. Clemow      | 45   | 42   | 36   | 123    |
| Mr. Snell       | 39   | 38   | 35   | 112    |
| Mr. Allen       | 34   | 38   | 36   | 108    |
| Mr. Brazendale  | 33   | 39   | 33   | 105    |
| Mr. Ravenscroft | 31   | 36   | 38   | 105    |
| Mr. Harrells    | 20   | 43   | 38   | 101    |
| Mr. Way         | 32   | 34   | 24   | 90     |
| Mr. Blandon     | 35   | 23   | 23   | 81     |
| Total           | 830  |      |      |        |

H.M.S. "TAMAR," 4; WILTS., 3.

This match was fired for December 28th, at Taihang Range, but the Wilts. did not turn up. H.M.S. *Tamar*, therefore, claimed the points. The scores were as follows:—

| Name            | 200. | 500. | 600. | Total. |
|-----------------|------|------|------|--------|
| Mr. Clemow      | 41   | 44   | 34   | 119    |
| Mr. Allen       | 39   | 38   | 24   | 101    |
| Mr. Way         | 44   | 32   | 25   | 101    |
| Mr. Legg        | 37   | 24   | 25   | 100    |
| Mr. Ravenscroft | 23   | 41   | 26   | 90     |
| Mr. Deacon      | 39   | 26   | 24   | 89     |
| Mr. Blandon     | 23   | 24   | 22   | 69     |
| Mr. Huskinson   | 22   | 21   | 23   | 66     |
| Total           | 701  |      |      |        |

## LANE, CRAWFORD &amp; CO.

ESTABLISHED 1850.

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SILVER-WARE

ELECTRO-PLATE

## HARDWARE DEPARTMENT

"EVERYTHING FOR THE HOUSE" OF THE BEST QUALITY.

## BRUSHWARE—

CARPET SWEEPERS, BROOMS &amp; BRUSHES, STOVE, PLATE, FURNITURE &amp; HEARTH BRUSHES, OILBAR MOPS &amp; POLISH, Etc., Etc.

## COOKING UTENSILS—

SAUCEPANS, FRYPANS, KETTLES

ROAST PANS, COFFEE MILLS

CAKE &amp; BREAD MAKERS

MINCERS, DISH COVERS, FISH

KETTLES, VACUUM FREEZERS

FILTERS, HEARTH SUITES

COAL VASES, FIRE BRASSES

TABLE &amp; HANGING LAMPS



## CUTLERY &amp; TABLEWARE

BRITISH AND AMERICAN MANUFACTURE.

Lane, Crawford &amp; Co.

## DOBBIE MCINNES, LTD.

## NAUTICAL INSTRUMENTS.

COMPASSES, AZIMUTH MIRRORS, CHRONOMETERS, SEXTANTS, TELESCOPES, SOUNDING MACHINES, DEPTHOMETERS, GAUGES (STEAM PRESSURE &amp; VACUUM), BAROMETERS &amp; BAROGRAPHS, CLOCKS, ETC.

SOLE AGENTS:

LANE, CRAWFORD &amp; CO.

Tel. 1741.

HONGKONG.

[97]

## PIANOS

## "BABY" GRAND &amp; UPRIGHT

By

CHICKERING,

BROADWOOD,

COLLARD &amp; COLLARD,

ALLISON &amp;

HAMILTON.

THE BEST THE WORLD CAN PRODUCE.

The Anderson Music Co., Ltd.

## Powell Ltd

TELEPHONE 3146.

JUST RECEIVED!

LATEST STYLES

IN

SOFT FELT

AND

STRAW HATS.

MADE BY

GLYN &amp; CO.,

SINGLE AND DOUBLE TERRAIN

SOFT FELT AND THE

POPULAR VELOURS

IN ALL THE

NEWEST MATERIALS.



[97]



## NEW ADVERTISEMENTS

## HONGKONG BENEVOLENT SOCIETY.

**THE ANNUAL GENERAL MEETING** of the Hongkong Benevolent Society will be held in the City Hall on WEDNESDAY, JANUARY 20th, at Noon.  
K. E. A. CAVALIER,  
Hon. Secretary.  
Hongkong, January 18th, 1921. [262]

## THE KOWLOON LAND AND BUILDING COMPANY, LIMITED.

**NOTICE IS HEREBY GIVEN** that the THIRTY-SECOND ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the Company's Office, Victoria Buildings, on FRIDAY, FEBRUARY 4th, 1921, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors together with the Statement of Accounts for the year ending December 31st, 1920.

The REGISTER of SHARES of the Company will be CLOSED from WEDNESDAY, JANUARY 26th to FRIDAY, JANUARY 28th, both days inclusive, during which period no transfer of Shares can be registered.  
By Order of the Board of Directors,  
MOWBRAY S. NORTHCOTE,  
Secretary to the  
HONGKONG LAND INVESTMENT & AGENCY CO., LTD.,  
General Agents for  
The Kowloon Land and Building Co., Ltd.  
Hongkong, January 19th, 1921. [263]

## WISEMAN, LTD.

**IN** Consequence of the Dancing Room being booked, the usual  
**TEA DANCE**  
will not be held on TUESDAY, JANUARY 25th.  
WISEMAN, LTD. [264]

## ST. STEPHEN'S GIRLS' COLLEGE BUILDING FUND.

**THE** following Subscriptions to the above Fund have been duly received with thanks—  
Per Sir Robert Ho Tung—\$2,500.00  
Mr. Tang Lai Chun—\$1,000.00  
Mr. Chan Wan Shun (with 1st sub.)—\$100.00  
Mr. Tang Tai Ming—\$1,000.00  
Amount acknowledged—\$5,700.00  
Total \$40,189.59

The following Subscriptions to the above Fund have been promised—  
Per Sir Robert Ho Tung—\$5,000.00  
Mr. Kan Chin Nam—\$5,000.00  
Mr. Lee Hy Son—\$2,500.00  
Mr. Chan Pui Chan—\$500.00  
Mr. Mok Min—\$1,000.00  
Mr. Li Yan Chun—\$1,000.00  
Per Mr. Ho Kwong—\$1,000.00  
Per Mr. Li Wing Kwong—\$1,000.00  
Per Mr. S. W. Tse—\$200.00  
Mr. Chan Kang Yue—\$200.00  
Mr. Ng Hon Tai—\$200.00  
KWOK SUI LAU,  
Hon. Treasurer. [266]

## NOTICE TO CONSIGNEES.

The Steamship "MASANIELLO"

FROM GENOA, NAPLES, BOMBAY, RANGOON, PENANG & SINGAPORE.

**CONSIGNEES** of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence, and/or from the wharves delivery may be obtained.  
Optional Cargo will be forwarded via notices to the contrary given before Jan. 19th.  
No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after Jan. 25th, will be subject to sale.  
All claims against the steamer must be presented to the Underwriter on or before Feb. 4th, or they will not be recognized.  
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Jan. 25th, at 10 A.M.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by DODWELL & CO., LTD., Agents.  
Hongkong, January 18th, 1921. [265]

## VICTORIA RECREATION CLUB.

## OPEN BILLIARD CHAMPIONSHIP OF THE COLONY.

**ENTRIES** for the above Championship close on January 20th. Apply to the Hon. Secretary. Entrance fee, \$2.  
Competitors are also requested to attend at the Club on January 28th.  
R. O. WITCHELL,  
Hon. Secretary.  
Hongkong, January 19th. [260]

## THEATRE ROYAL

MONDAY, JANUARY 24th, 1921.  
For a short season only.

## REYNOLDS DENNISTON, LTD.

THE DENNISTON PLAYERS  
in a new repertoire of Plays and Farces.

Monday, Jan. 24th—  
The laugh play of the Century  
"GEE WALKED IN HER SLEEP"

Tuesday, Jan. 25th—  
The Greatest Play of the decade  
"EYES OF YOUTH"

Wednesday, Jan. 26th—  
A scream from the rise to the fall of the curtain  
"NORTH NORT"

Prices: \$4, \$3 & \$2. Performance 9.15 pm. Sharp.  
BOOKING AT MOUTRIE. [258]

## INTIMATIONS

**MISS VERA MIROVA**, the distinguished Art Danseuse, at Madame Lottie, Gordon's Charity Concert, at Theatre Royal, on Saturday night. [248]

## NOTICE

**ALL** Interest and Responsibility of Mr. WILLIAM WILSON in our Firm ceased by his death as from the 31st December, 1920.  
TAIT & CO.  
Amoy & Formosa.

## NOTICE

**MR. FRANCIS CAIRD HOGG** is authorized to Sign our Firm's name from 1st January, 1921.  
TAIT & CO.  
Amoy & Formosa.

## NOTICE

**ALL** CREDITORS and others having any claims on the Estate of WILLIAM WILSON, late of Messrs. TAIT & Co., Amoy & Formosa, who died on the 7th January, 1921, are required to forward particulars thereof to the undersigned Executor before the 30th April, 1921.  
FRED B. MARSHALL,  
c/o Messrs. TAIT & Co.,  
Amoy.

## NOTICE

**THIS** is to inform the General Public that I, the undersigned, have not given any authority to any person or persons to Sign my Firm's Name of JOSEPH BROS. or my own Private Name.  
EDWARD MENASHI JOSEPH.  
Hongkong, January 10th, 1921. [203]

## NOTICE

**I** beg to inform my numerous patrons that I have this Day Opened a Branch of my HATS DRESSING SALOON at No. 15, Lee House Street. My present Saloon at the Old Post Office Building will continue as heretofore.  
K. KURANO,  
Barber.  
Hongkong, January 10th, 1921. [198]

## HONGKONG ST. ANDREW'S SOCIETY

**THE ANNUAL ROBERT BURNS ANNIVERSARY DINNER** will be held at the Hongkong Hotel on TUESDAY, JANUARY 25th, at 8 o'clock, P.M.  
Members desiring to attend are requested to communicate with the undersigned.  
Cost of Dinner will be \$3.50 per head exclusive of wines.  
T. W. HILL,  
Hon. Secretary,  
HONGKONG ST. ANDREW'S SOCIETY.  
Hongkong, January 17th, 1921. [245]

## ST. ANDREW'S CHURCH MEN'S ASSOCIATION.

## MARATHON RACE.

**TO** be held under the auspices of the above Association on THURSDAY, FEBRUARY 10th, at 4 P.M.  
To be run in Kowloon, distance about 7 miles (Route to be announced later).  
**SILVER TROPHIES**—1st, 2nd and 3rd.  
Open to all Europeans of the Colony.  
Entrants to be nominated by a Member of the Association. All applications for entry to be sent to the undersigned.  
D. J. FURVES,  
Secretary, Sports Committee,  
c/o JARVIS, MATTHEW & Co., Ltd.  
[241]

## BILLIARDS.

## HO KUM TONG CUPS.

at  
PALACE HOTEL, KOWLOON.

**INTENDING** Competitors for the above CUPS are reminded that Entries Close TODAY, the 20th. Handicapping and drawing takes place at 6 P.M. All Fees must be paid by that time or entries will be ruled out. There are now 53 Entries and all Entrance Fees will be given to Local Charities. [243]

## NOTICE

**FROM** December 1st, 1920, we have taken over the EXILE GARAGE and HONGKONG MOTOR COMPANY and are not responsible for any debts incurred previous to that date.  
UNITED MOTOR CO., LTD. [170]

## THE UNITED MOTOR CO., LTD.

33 and 35 Des Voeux Road,  
Operating

## EXILE GARAGE Phone 1036

Cars for Hire and Accessories for Sale  
HONGKONG MOTOR CO.  
141, Praya East, Wanchai.

Workshop and cars garaged at reasonable rates  
Sole Agents for

## FIRESTONE TYRES

32 x 3 1/2 Firestone fabric tyres \$50 each.  
Batteries charged at \$1.50 each.

We can give you a service second to none. [171]

## INTIMATIONS

## THE WEST POINT BUILDING COMPANY, LIMITED.

**NOTICE IS HEREBY GIVEN** that the THIRTY-THIRD ORDINARY GENERAL MEETING of SHAREHOLDERS in this Company will be held at the Office of Messrs. JARVIS, MATTHEW & Co., Ltd., on FRIDAY, JANUARY 28th, 1921, at 11.30 A.M. for the purpose of receiving the Report of the Directors together with the Statement of Accounts for the year ending December 31st, 1920.  
The REGISTER of SHARES of the Company will be CLOSED from WEDNESDAY, JANUARY 19th to FRIDAY, JANUARY 23rd, both days inclusive, during which period no Transfer of Shares can be registered.  
By Order of the Board of Directors,  
MOWBRAY S. NORTHCOTE,  
Secretary,  
to the General Agents,  
Hongkong, January 17th, 1921. [219]

## THE HONGKONG CENTRAL ESTATE, LIMITED.

**NOTICE IS HEREBY GIVEN** that the SEVENTH ORDINARY GENERAL MEETING of SHAREHOLDERS in this Company will be held at the Office of Messrs. JARVIS, MATTHEW & Co., Ltd., on FRIDAY, JANUARY 28th, 1921, at 11.45 A.M. for the purpose of receiving the Report of the Directors together with the Statement of Accounts for the year ending December 31st, 1920.  
The REGISTER of SHARES of the Company will be CLOSED from WEDNESDAY, JANUARY 19th to FRIDAY, JANUARY 23rd, both days inclusive, during which period no Transfer of Shares can be registered.  
By Order of the Board of Directors,  
MOWBRAY S. NORTHCOTE,  
Secretary to the General Managers,  
Hongkong, January 17th, 1921. [220]

## THE HONGKONG LAND RECLAMATION COMPANY, LIMITED.

**NOTICE IS HEREBY GIVEN** that the TWENTY-THIRD ORDINARY GENERAL MEETING of SHAREHOLDERS in this Company will be held at the Office of Messrs. JARVIS, MATTHEW & Co., Ltd., on FRIDAY, JANUARY 28th, 1921, at 11.50 A.M. for the purpose of receiving the Report of the Directors together with the Statement of Accounts for the year ending December 31st, 1920.  
The REGISTER of SHARES of the Company will be CLOSED from WEDNESDAY, JANUARY 19th to FRIDAY, JANUARY 23rd, both days inclusive, during which period no Transfer of Shares can be registered.  
By Order of the Board of Directors,  
MOWBRAY S. NORTHCOTE,  
Secretary,  
Hongkong, January 17th, 1921. [221]

## THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.

**NOTICE IS HEREBY GIVEN** that the THIRTY-THIRD ORDINARY GENERAL MEETING of SHAREHOLDERS in this Company will be held at the Office of Messrs. JARVIS, MATTHEW & Co., Ltd., on FRIDAY, JANUARY 28th, 1921, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors together with the Statement of Accounts for the year ending December 31st, 1920.  
The REGISTER of SHARES of the Company will be CLOSED from WEDNESDAY, JANUARY 19th to FRIDAY, JANUARY 23rd, both days inclusive, during which period no Transfer of Shares can be registered.  
By Order of the Board of Directors,  
MOWBRAY S. NORTHCOTE,  
Secretary,  
Hongkong, January 17th, 1921. [222]

## THE HONGKONG, CANTON &amp; MACAO STEAMBOAT COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

**THE ONE HUNDRED AND FIRST ORDINARY MEETING of SHAREHOLDERS** in the Company will be held at the Office of the Company, Hotel Mansions, on MONDAY, FEBRUARY 7th, 1921, at 11 A.M. for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend and electing Directors and Auditors.  
The TRANSFER BOOKS of the Company will be CLOSED from January 25th to February 7th, 1921, both days inclusive.  
By Order of the Board of Directors,  
JOHN ARNOLD,  
Secretary.  
Hongkong, January 18th, 1921. [252]

## WAR MEMORIAL

## SUBSCRIPTION LIST.

**FOR** the erection by Public Subscription of a building to be run on Y.M.C.A. lines to be called the WAR MEMORIAL INSTITUTE and to be managed for the joint use of the Navy, the Army and Citizens by a Joint Board of Directors, a portion of the sum raised will be devoted to the erection of a Permanent Stone Memorial which will be put in hand at an early date.

Lists may be found at—  
Messrs. Lane & Crawford.  
Messrs. K. & W. Walsh.  
Messrs. K. & W. Walsh.  
Messrs. Wm. Powell Ltd.  
The Hongkong Club.  
Hongkong Cricket Club.  
Club Lusitano.  
Engineers' Institute.  
Victoria Recreation Club.  
Kowloon Cricket Club.  
Kowloon Bowling Club.  
Park Club.  
Club de Reunion.  
Orangewood Club.

M. J. BRENN,  
Hon. Secretary,  
War Memorial Committee.  
Hongkong, December 15th, 1920. [129]

## INTIMATION

## WHISKIES OF DISTINCTION

## WATSON'S E

A blend of the finest Whiskies  
distilled in Scotland—  
mild and mellow.

## OLD VAT No. 4.

A fine mellow Scotch Whisky.

## GILBEY'S

## SPEY ROYAL

A fine old liqueur Scotch Whisky.

## SOLE IMPORTERS:

## A. S. WATSON &amp; CO., LTD.

ESTABLISHED 1841. Phone 611.

## BIRTHS.

**HURNE**—At Shanghai, January 12th, to Mr. and Mrs. W. H. HURNE, a son.  
**ROBERTSON**—At Shanghai, January 12th, to Mr. and Mrs. W. M. ROBERTSON, a son.

## MARRIAGE.

**DE LA RUE**—At Shanghai, January 14th, MARY DE LA RUE (of Geneva) to FREDERICK CHARLES LUCAS.

## DEATH.

**KIRK**—At Shanghai, January 14th, HARRIET, widow of the late JAMES KIRK, in her 78th year.

HONGKONG OFFICE: 104, DES VOEUX RD. C.  
CANTON OFFICE: 131, PRINCE STREET, C.

## The Daily Press.

HONGKONG, JANUARY 20th, 1921.

## THE THREATENED SEIZURE OF THE CANTON CUSTOMS.

The Notification which has been given by the Military Government at Canton that from the 1st of February it intends to control the Customs Service in the provinces over which it claims to exercise jurisdiction (in order to make sure of its share of the surplus revenue), creates an interesting situation. An important paragraph in the explanatory statement which has been officially issued says: "As the Customs revenue has been hypothecated at different times for the service of various foreign obligations it is not intended that the interests of the creditors should be in any way jeopardised. The revenue from the South-Western provinces will bear a proportionate share of the burden which will form, as hitherto, a first charge." We suppose that so long as the interests of the foreign bondholder are not made to suffer there will be no immediate call for active intervention by the Foreign Powers, though doubtless some warning will be given to the recognised Government at Peking, because disputes are quite likely to arise over allocations which must be made for the general administration of the service. Until such difficulties do arise the Peking Government must be left to deal with the notice given by the Military Government in Canton. For the present it is sufficient to note that though the Military Government at Canton claims to exercise in the South-Western

provinces "absolute and exclusive control," *de jure* and *de facto*, the Notification itself shows that, as a matter of fact, the Military Government is not exercising absolute control yet, and as to the *de jure* claim, not a single Power recognises the jurisdiction of the Military Government at Canton. In their view the seizure of the Customs can only be regarded as an act of outlawry. On the other hand the Government at Peking has not yet shown that it is able to enforce its decrees in Canton. Nor has it been shown that the Government at Peking has in its service either a military or a naval force which can be relied upon to deal effectively with a situation such as that which the action of the Military Government at Canton creates. The policy of Peking towards the Military Government at Canton has been governed by a belief that if the incorrigibles are given enough rope they will in time hang themselves. A development such as the seizure of the Customs must have been expected at Peking, and it will be interesting to see what trump card Peking intends to play. Suppose, when the inevitable quarrel arises between Peking and Canton over the allocation of the revenue, the Peking Government were to invite the Foreign Powers to assume control of the whole Maritime Customs Service of China? Has the Military Government, we wonder, overlooked that possibility?

## PERSIA AND INDIA.

It is not easy to reconcile with the "precarious" position in Persia the decision of the Government in India to demobilise about a dozen Indian cavalry regiments and over thirty Indian infantry regiments. The Persians, we are told, have failed to ratify the Anglo-Persian Agreement, "which would have enabled them to straighten out their affairs," and they are contemplating as the best alternative an agreement with Soviet Russia, that which will practically hand over Persia to the Soviet, which will have a right under the Agreement to invade Persia whenever it thinks or is pleased to regard the country as threatened. Lord Curzon, in a dispatch he sent to Russia a little while ago, described the Bolshevik activities in Central Asia as "a veritable tornado of propaganda, intrigue and conspiracy against British interests and the British power in Asia." British troops went into Persia to arrest a Turkish advance, and doubtless also to warn off Bolshevik activities. Between the two things Persia was bordering on a state of anarchy. It was never contemplated to keep British troops in Persia for any considerable period, and Mr. LEON GEORGE publicly stated some time ago that it was part of the definite policy of the British Government to withdraw the British forces as soon as it appeared that Persia had been saved from complete anarchy. "We told Persia," he said, "that we could not stay, and that the Persian Government must make arrangements by the Spring to take care of itself." Hence, the statement in the cable published yesterday that the evacuation of British troops from North Persia will begin in the near future, is not a step taken under pressure of any Bolshevik development there at the present time, but in accordance with a decision formed long ago. There is, however, this qualifying statement in the cable: "There cannot be any question of allowing Bolshevik interference with South Persia, owing to its proximity to British territory." That seems to suggest that the British withdrawal, owing to Persia coquetting with Soviet Russia, is not likely to be as complete as was originally intended. What the telegram from India emphasises is that war is an expensive business, and in these times of world-wide economic depression, the maintenance of large military forces involves an "insurance premium" which nations find extremely burdensome. This applies to Russia no less than to India, and every other country. Financial conditions everywhere must compel nations to consider the practicability of large demobilisations and to strive to ensure peace by some means less costly and more in accord with our vaunted Civilisation. We have heard a good deal of late about internal unrest in India, but we can surely regard this decision of the Indian Government to demobilise the Army in the country to the extent indicated in the cable as the best possible assurance that the country, in the opinion of the Government, has nothing much to fear in the immediate future either from internal unrest or from foreign aggression.

Admiral C. B. Morgan, of the United States Navy, arrived in the Colony yesterday on the s.s. *Penelope*.

The return for the 24 hours ended January 18th, yesterday, showed one case (enteric) of a notifiable disease in the Colony.

The passengers from Shanghai for Hongkong by the *André Lebon* included: M. R. Réau, French Consul-General, and Mme and the Mmes Réau; M. P. Kremer, French Consul, and Mme Kremer; Messrs. G. F. Potts, J. F. Brooks and R. Macgregor.

At a recent meeting of the Diocesan School Old Boys' Association a temporary Committee, with power to co-opt, was appointed to draw up rules and regulations and to discuss arrangements for the year. This Committee will report to a meeting of the Association to be held on February 1st.

According to telegraphic information from the Head Office of the Banque Industrielle de Chine at Paris, the Directors have declared an interim dividend of Fr. 20 on the half paid up shares of the Bank. This interim dividend is payable to shareholders on and after February 1st and represents 6 per cent. on the capital paid up.

It is reported from Port Arthur that the wife of a Russian officer, who was formerly a member of the Ataman Simionov's staff, committed suicide at the Yamato Hotel. The unfortunate lady shot herself, using a revolver belonging to her husband which is said to have been one with which the officer's first wife committed suicide. She had been staying at the hotel about a month.

In reference to the announcement that H.M.S. *Kiksha* is for sale a correspondent in a Shanghai contemporary writes: "It would be interesting to know if it is true that within the last two years a sum running into five figures of taels has been spent on refitting the upper deck. This may not concern us out here and we are not entitled to ask the question, but it might perhaps with advantage be asked in the House of Commons."

Mr. W. B. Noble, whose death was announced in our issue of yesterday, had been in the service of the China & Japan Telegraph Company since 1918. Previously he was on the staff of the University. His death resulted from complications following typhoid fever. Mr. Noble, who was only 31 years of age, had a number of friends in the Colony to whom the news of his death came as a grievous shock, and the deepest sympathy is expressed for the widow and child who went home on a visit last Spring.

As showing the position taken by the Japanese at Vladivostok the following is interesting:—The chief of the Japanese gendarmes has notified the authorities that, in view of the fact that the Russians are trying to transport silver and gold without the former's knowledge, it will in future be necessary to secure a permit from the gendarmes, giving full particulars as to quantity, destination and the reason why the transportation of the valuables is required, together with an authorisation from the Russian authorities.

A trial has just taken place at Sen Sai in North Korea of a number of Japanese who are charged with complicity in the alleged plot to bomb the U.S. Congressional party when it passed through Korea some months ago. Several of the men tried were Christian converts, one a pastor and evangelist, of one of the local Churches, a man who for many years has held an unblemished reputation. Several of the accused were convicted by the Court. One man, said to be of weak intellect, was sentenced to death. The Procurator asked for a sentence of 15 years penal servitude on the pastor. All the cases will be carried to the Court of Appeal.

The M.M. *André Lebon*, which left yesterday for Marseilles, had amongst her passengers booked for Marseilles, Count L. Federaki, manager of the Russo-Asiatic Bank in Shanghai; Mr. J. Rindre, manager of the Russo-Asiatic Bank in Peking; Mr. E. H. Cole, manager of the Shanghai Mutual Telephone Co.; M. L. Lafont, manager of the French Tramway, Shanghai; Mr. X. Dard, of the Russo-Asiatic Bank, and Mrs. and Miss Dard; Prince N. A. Koudacheff, formerly Russian Minister in Peking, and his sister, Princess K. A. Koudacheff; Mr. J. O'Neill, manager of the Credit Foncier, and Mrs. O'Neill; Dr. E. Tartois, of the French Municipal Council; and H. E. Tchong, Sou-ong, Chinese Minister for Sweden and Norway, and suite.

A barrier at the Old Bailey: Would you not have "got the wind up" in the circumstances—Mr. Justice Darling: What malady did you say?



## CABLES.

## LATEST CABLES.

(THROUGH REUTER'S AGENCY.)

## WAGES REDUCTION MOVEMENT.

## FURNACE IRON WORKERS ACCEPT NEW SCALE.

London, January 19th.

The workers in several smaller industries have recently accepted reductions in wages or relinquished the increases to which they were entitled under agreement in order to enable business to be carried on. For example, the hematite miners in Furness have agreed to work on wages based on the current selling prices, instead of the higher prices ruling in November and December. It is hoped that this will enable some mines to re-open.

It is expected that this question will be discussed at the forthcoming conference of iron and steel employers and workmen. In view of the collapse of the iron and steel market the occupations in which wages are governed by sliding scales will be automatically affected.

The Board of Trade figures are showing a continued reduction in the cost of living.

## COST OF LIVING IN UNITED STATES.

London, January 19th.

The Times' New York correspondent says that with two million unemployed the American industry is re-starting work this week on a reduced wage scale. The most notable reduction is 23 per cent. in the textile industries. The public is already being benefited by the reduced prices of clothing, boots and bread.

## PENNSYLVANIA RAILROAD'S ULTIMATUM.

New York, January 19th.

A message from Pittsburgh says that the Pennsylvania Railroad proposes, unless employees agree to cease work one day every week, to reduce the staff 20 per cent.

## REPARATIONS PROBLEM.

## GERMAN DELEGATE ARRIVES IN PARIS.

London, January 19th.

In connection with the arrival in Paris of Herr Bergmann, the German delegate to the Reparations Commission, who is negotiating with the Allied representatives and apparently endeavouring to create differences of opinion between the Allies, it is authoritatively pointed out that this is the Germans' last opportunity of submitting their own reparations proposals to the Allies. The Allies' demands are in no way unreasonable. Already great concessions have been made, and unless something is done now, a settlement may be reached over the head of the Germans.

## NEW FRENCH MINISTRY.

## OF PHYSICAL EDUCATION AND SPORT.

Paris, January 19th.

The Briand Cabinet includes a new Minister of Physical Education and sport. The ex-footballer, Vidal, President of the Sports Union of France, has been appointed to be the new Minister.

## THIRD TEST MATCH.

## ENGLAND'S SECOND INNINGS.

Adelaide, January 19th.

Australia made 593 runs in the second innings, Kelleway contributing 147, Fellow 105 and Gregory 78. Unfinished. England has made 63 for the loss of one wicket, Hobbs having 50 unfinished to his credit.

## DEMPSEY-CARPENTIER

## MATCH.

## AGAIN DEFINITELY OFF.

London, January 19th.

The New York correspondent of the Times says that the Dempsey-Carpentier match is definitely off, owing to the principals failing to deposit the forfeits.

## EARLIER CABLES.

## GERMANY'S FORTRESSES AND NAVAL HARBOURS.

## PROTEST TO THE ALLIED PREMIERS.

Berlin, January 19th.

A semi-official message says that the Government has protested to the Allied Premiers against the action of the Council of Ambassadors in upholding the Control Commission's refusal to consent to Germany's retention of the majority of her fortresses and naval harbours which, it is contended, Germany is entitled by the Peace Treaty to retain.

## GREEK OPERATIONS IN ASIA MINOR.

## TURKS CELEBRATING A "VICTORY".

Constantinople, January 19th.

There is no confirmation of the Nationalist claims to have defeated the Greeks on the Broussa front, which are probably based on the Greek withdrawal from their original lines in accordance with a plan previously notified to the Allies, but Stambul and Angora are both celebrating the "victory."

Greek Government circles state that a definite decision with regard to the proposed visit of King Constantine to Anatolia can only be taken when the Allies recognise the King.

## ARMENIAN ULTIMATUM.

London, January 19th.

Benter learns that the Soviet Government of Armenia, supported by the Moscow Government, has sent an ultimatum to the Turks, who have already evacuated Alexandropol, demanding the immediate evacuation of Kars and the withdrawal of all Turkish troops to the frontiers of 1914; also immediate reparation for the pillage and atrocities committed during the occupation of Armenian territory.

## BOLSHEVIK FEARS.

London, January 19th.

Bolshevik apprehensions with regard to the Turkish Nationalist advance southward appear to be reflected in news from Tiflis by the Armenian Soviet Government to Turkey, the Turks have evacuated Alexandropol.

## WRANGLER'S TROOPS MUTINY.

New York, January 19th.

The Associated Press Constantinople correspondent states that Wrangler's Cossacks, encamped at Chataldja, have mutinied and disarmed their officers. French Colonial troops used machine-guns against the mutineers, who returned fire. Ten Cossacks were killed and 20 wounded, whilst two French officers were also wounded. French troops surrounded the camp and court-martialed the ringleaders of the mutiny.

## DAVIS CUP PLAYERS.

## TO PLAY AT SINGAPORE AND SHANGHAI.

London, January 19th.

The American Davis Cup players, Tilden, Washburn and Sam Hardy, who are returning from Australia in the beginning of February via the East, propose to play at Shanghai and Singapore. Johnston is returning to America direct.

## INDIAN FRONTIER FIGHT.

## MARSUDS SURPRISE PIONEERS.

London, January 19th.

It is officially announced that 80 Marsuds surprised a company of Pioneers working on a road near Jandala under protection of pickets. A hand-to-hand fight ensued. The British casualties were 7 killed and missing, and 28 wounded.

## TASK OF WORLD-BUILDING.

## DUTIES OF ENGLISH-SPEAKING PEOPLES.

New York, January 19th.

In an hitherto unpublished letter, written in September to Mr. Stewart, Chairman of the Sulgrave Institute, President-Elect Harding emphasises the duties of the English-speaking peoples as the predominant factor in world-wide civilisation. He expresses the opinion that when America summons other nations to assist in framing a world-building agreement or an association for the prevention of war the English-speaking peoples would play no small part therein, without evading the rights or excluding the fellowship of other nations, but protecting and including them.

## FATAL EXPLOSION IN FILM FACTORY.

2 KILLED: 10 INJURED.

New York, January 19th.

Two men were killed and over ten injured in an explosion, following a fire, at Beedlow's film factory.

## NEW YORK STOCK EXCHANGE.

The Stock Exchange is firm.

AN AMERICAN FAILURE.

New York, January 19th.

Messrs. Ernest Smith and Company, of New York and Boston, have failed. They dealt mainly in New England industrial securities.

## IRISH BARONET'S SON.

## NOT WANTED IN AUSTRALIA.

Melbourne, January 19th.

The Minister, Mr. Boynton, has announced that, in view of information received Mr. Bamonde will not be allowed to land in Australia on any pretext, whether he takes the oaths of allegiance or not.

## NEW FRENCH CABINET.

## EXCHANGE OF ANGLO-FRENCH GREETINGS.

Paris, January 19th.

There has been a cordial exchange of greetings between M. Briand and Mr. Lloyd George, laying stress on mutual confidence and a continuation of most friendly collaboration.

## "WARRIORS' DAY." MOVEMENT TO HELP EX-SERVICE MEN.

London, January 19th.

The "Warriors' Day" movement, by which every house of entertainment in the United Kingdom will give a matinee on March 31st in aid of Earl Haig's fund for ex-service men, was inaugurated at a meeting at Drury Lane, presided over by Sir Arthur Pinero and attended by Earl Haig, Major-General Sir H. M. French, Sir John Hare and other notables. Earl Haig said they were not asking for charity, but for the help of Britishers in paying a debt to those who suffered in preserving the Empire.

Earl Haig declared that the ex-service men's troubles were increasing instead of diminishing. A few weeks ago there were a quarter of a million officers and men for whom no place could be found in the community. Their number to-day was larger.

The Prince of Wales, speaking after Earl Haig, said that, from his experience on active service and on his journey of some thousands of miles in the Empire since the war, he could affirm that the cause of the ex-service man was at present second to none in national importance. He added: "When the country was at war we did not forget the men who fought and gained victory and maintained freedom. Our instinct should not be different now."

Sir Alfred Butt, in moving a vote of thanks to the Prince of Wales, paid a tribute to his service and described him in theatrical terms as "an ideal leading man."

## FAR EASTERN CABLE NEWS.

(BY COURTESY OF THE "CHINA MAIL.")

## SHANGHAI RICE CASE.

Shanghai, January 19th.

The first prosecution under the municipal notification prohibiting rice hoarding and profiteering was brought in the Mixed Court to-day when a Chinese shopkeeper, Tsung Men Chi, was charged with attempting to smuggle rice to Hongkong and remanded for a week on a bail of \$1,000.

## AVIATION IN CHINA.

Shanghai, January 19th.

Before an historic gathering, including Sir Arthur Whitten Brown, the only living trans-Atlantic aviator, at a meeting held under the auspices of the Pan-Pacific Union and the Shanghai Aero Club, Colonel Holt, of the Royal Air Force, Technical Adviser to the Aeronautical Department, Peking, spoke of recent developments in aviation in North China and the proposed Shanghai-Peking line. The difficulties encountered were illustrated, he said, by the recent seizure of the only training aerodrome in Peking by a hostile division. In addition there were financial difficulties. Training was recently commenced with Chinese pilots who were giving promise. The Government was concentrating on the development of commercial aviation, an interesting experiment tried nowhere else, by which it was possible rapidly to link up the whole of China with air routes. In conclusion, Colonel Holt appealed for the support of the commercial element in Shanghai upon which success depended.

(THROUGH REUTER'S AGENCY.)

## AMERICA AND JAPAN IN SIBERIA.

Washington, January 19th.

Senator Johnson (of California) introduced a resolution proposing that the Senate Foreign Committee investigate the reports that Americans are virtually excluded from trade in Siberia; also an enquiry into the activities of the American military in Siberia. The latter investigation is not connected with the shooting of Langdon.

Senator Johnson declared that he and other Senators had been informed that the Japanese were becoming strongly entrenched in Siberian trade, whilst American interests were suffering.

## "YELLOW PERIL" IN THE PERSPECTIVE.

London, January 19th.

In a letter to the Times, Mr. Frederic Coleman says that facts do not support Mr. Samuel McClure's theories. His work and investigation in Japan led him to the conclusion that Japan was so much a prey to conquest by Japan as to have a possibility that time was wasted in planning to thwart it. Western civilisation to-day was faced with far greater menace than any future Yellow Peril.

## MIROVA-PODOLSKY AT THEATRE ROYAL.

New York, January 19th.

Mr. Leo Podolsky and Miss Vera Mirova had little to complain of as regards attendance last night at the Theatre Royal. Mr. Podolsky gave a perfect rendering of Bach's Toccata and Fugue (as arranged for the piano by C. Tausig). Miss Vera Mirova danced her way into the heart of the audience in her Lotus dance. It was, however, in The Dancing Doll that Miss Vera Mirova proved herself an accomplished artist. Her interpretation of Schubert's Marche, with the well-known goose-step, was an impressive performance, so was also the Snake dance. M. Leo Podolsky gave Cyril Scott's Lotus Land and Regers' Intermezzo, as also Debussy's "Moonlight" and Korchi-mareff's "A Fairy Tale." It is rarely that Hongkong has an opportunity of hearing such a musician as M. Podolsky, and it was gratifying to find that there was not only a large audience but a very appreciative one as well.

## GERMANY TO-DAY.

## MANY SIGNS OF REPAIR.

## FINANCIAL CHAOS.

## AID FOR FOREIGN TRADE.

(BY "THE TIMES" BERLIN CORRESPONDENT.)

The economic position in Germany is still so vague and uncertain that the best informed of the Germans themselves are chary of giving an exact opinion. The problem of the country's future is still full of indeterminate factors, and it will be long before an accurate estimate is possible. The most we can do is to examine the position from time to time and endeavour, from such evidence as is available, to decide upon the direction events are likely to take.

Socially Germany has progressed very considerably since the collapse at the end of the war. The wave of deep despair that passed over the whole country was followed by a moral decline which ran through every stratum of society, and its effects are still noticeable. That it lasted so long was due in great part to continued political unrest, and it would not be safe to say that the last has been heard of adventuresome men seeking short-cuts to their goal by methods of violence. The old aristocracy, the landed interests, and the industrialists still profess to go in fear of a red revolution. As there is no means of estimating the forces which a Communist rising could let loose their forebodings remain unallayed.

On their side the working classes still profess uneasiness as to the prospect of another Monarchist Putsch, and unfortunately the means by which this could be attempted are only too evident. There is much loose talk in the Monarchist Press of a hope that the Monarchy may be restored; while in private some of the Royalists and Legitimists make no secret that their aim is to put a straw man on the Throne for an interim period and to kick him out in favour of a Hohenzollern or a Wittelsbach when that period is past. These mutual suspicions delay serious efforts towards the moral reconstruction of the country and while they continue they must defeat the best attempts by such German statesmen as have retained a national outlook.

## CRIME IN EVIDENCE.

There are many signs of repair and the chief among them is a desire to work. It is doubtful whether crime is more prevalent than it was before the war, but crimes are better advertised, and a false perspective is the result. There has been a decrease in crime since the beginning of the present year. Public morals were never very high in the great German cities, especially Berlin; to-day one would say from casual observation that they are as bad as ever, but not worse. These phenomena probably march with better employment and with a reawakening of the sense of civic duty as the result of a reaction from public disorder. As far as I can find out in conversation, this view is assented to by responsible officials. It is not a question on which one can dogmatize from figures.

In German cities there is always a scum that is driven to the surface by the forces of social intercourse. To-day it is very apparent in Berlin, though not so noticeable in Munich or Hamburg. It is this froth that forces itself upon the observation of the passing traveller, leading him to believe that it is the life of the place. Berlin, at first sight, seems to take its appalling national problems so lightly as to be a city of everlasting pleasure. The restaurants blaze with light, a band blares in each one, there is good food in plenty, wine flows, one hears laughter. The theatres, musical-halls, and cinemas command full houses; the Palais de Danse is nightly crowded, and only high-priced champagne (and such champagne) is served. It seems like waste gone mad.

## FLAUNTING OF WEALTH.

One has to look below the surface to see it for what it is, and then one also finds the real stuff. This boiling scum is given off by the profiteer, who is perhaps the greatest social menace threatening Germany to-day. His gains come easily—a hundred thousand marks may perhaps be made over the telephone before lunch by the lucky holder of a few truckloads of sugar—and they filter down through his parasites to go just as easily. But the restaurants and cabarets of Unter den Linden and the neighbouring streets are as a small patch on a city of five millions. They are as nothing in a country of 70 millions, and one must look elsewhere for the real state of things. It is necessary to predicate at this length because shallow deductions are so constantly being drawn from this single feature of German city life.

Nevertheless the constant flaunting of superfluous wealth amid amusement and vice has one very evil effect. It tends to prepare the field for the Bolshevist agitator, who is to-day more insolently active in Germany than anywhere else in Europe. Lenin is said to set his highest hopes on the German proletariat. He is being disillusioned, but his enlightenment would be the more rapid if it were not for the glaring contrast in life in German cities to-day. Prices have risen to 10 or 14 times, wages only to six or seven times the former figures, and the workman finds his money will not suffice for his bare needs.

He is inclined to ascribe it to the waste and not to the excess in the neighbourhood of the Friedrichstrasse, while false prophets fill him up with false arguments based on the same observations. Small wonder that he sometimes thinks there are shorter steps to wealth than work and saving. The surprising thing is that he should want to work at all.

## INDUSTRIAL ENTERPRISE.

There is, however, in all classes a reawakened feeling for industrial and commercial energy. Agriculture, still the largest industry in Germany, is, of course, best off. Landowners, farmers, and farm workers all did well in the war. Some

made large fortunes. Prices for produce are high and profits large. The labourers get their food as part of their pay, and in this respect they are much better off than the townsfolk, while their real wages have greatly increased, their hours have been shortened, their conditions improved, and there are more persons employed. The bulk of the heavy industry is also doing well. It is in comparatively few hands, well organized; and hard at work; employment is good and wages are high.

With the rest of German industry the case is otherwise. Only in a few trades is there any briskness. There is still a great shortage of raw materials for many industries; one hears complaints of a lack of coal, and orders are not coming in from abroad. Here and there a factory in its annual report states that it is fully employed and booked up, but the general tale is one of working fewer days or shorter hours. And here, again, one must avoid being misled by appearances.

There is a great demand for increased capital and it is being called up in millions. This is a necessary outcome of inflation. A much greater working capital is necessary to every factory than was the case in the days of the gold mark. Much larger sums are needed for payments for raw materials, wages, and working expenses. Similarly a much higher price is charged for products, and a greatly increased rate of dividend is paid. Thirty per cent. is a common rate. But it must be borne in mind that this is a paper payment on a gold-mark holding, representing no more than, perhaps, a tenth of its apparent value.

Amazing conversions and reconstructions are also in progress on all hands. They are a nightmare to the investor, but they are symptomatic that German industry is beginning to bestir itself.

Just as in the moral field there are controversies at work tending to retard recovery, so there are in the province of industry new problems the effect of which is to maintain an atmosphere of uncertainty. One of these is the question of normal trade. One of these is the question of the socialization of the coal-mines. In the present form the demand is a heritage of the general strike that followed upon the Kapp Putsch; a measure of socialization was part of the bargain between the trade union leaders and the Government for calling the strike off.

It has descended, a hopeless heritage, to the present Government. It is an embarrassment to the Cabinet, and a constant drag on trade. While it hangs over the country it checks enterprise and development of fresh mining adventures, compelling caution where otherwise a bold policy would be dictated. The miners' leaders are determined upon it; the mine-owners are dead against socializing the mines independently of a consideration of the whole position of German economic life and of compensation abroad. A committee of employers, coal users, and miners has reached a deadlock, and has had to elect an arbitration committee. But the whole country knows that the miners mean quick socialization, and the commercial world is filled with misgivings.

## SILAS AND CO.

A second cause of misgiving is the question of Upper Silesia. When this question is stripped of the fog of lying politics and propaganda that has threatened to envelop it there remains a kernel of genuine alarm. The plebiscite should go against Germany and the coalfield fall into the hands of Poland.

Into the controversies about Germany's right to the Silesian duchies in history, or her economic action in the past in the disposal of Silesian coal, it is not possible to enter here. It is certain that the country can find a god-son for all the coal that can be won. The German industrial world is firmly persuaded that under a Polish régime production would languish; and in the collieries already exploited so far by Poland there is, unfortunately, nothing to convince them to the contrary.

Coal deliveries to the Allies under the Peace Treaty are at the moment of writing in advance of the scheduled quantity by 250,000 tons—the best evidence, so far, of Germany's good will. There is some doubt whether this can be maintained during the winter months, and in the making up of any shortage the German industries would be the first to feel the effects. This doubt, however, may not be realized.

Credit does not appear to present any great difficulty. Large firms, of course, are in a specially favoured position with the banks, and small firms sometimes have to pay a rather severe rate of interest for accommodation. This matter is shortly to be regulated by the Government, but meanwhile there does not seem to be any great outcry. German industry may, in fact, be said to have struggled to its feet. It has been a wonderful effort, and in it the German industrial and mercantile classes have shown all their old skill and persistence.

Now it is a question of winning back the old markets and finding new ones. The home market offers an unlimited demand, but it will be some considerable time before the manufacturer will be able to turn his attention to it owing to the condition of the country's finances. For the present, he must work for abroad, and in foreign markets he is likely to become once more the bitter and dangerous competitor of other nations. There has been some hope in Germany that the finishing trade (Veredlungsindustrie) might be supplied with work from foreign factories on the basis of temporary duty-free imports for completion and re-export. Something has already been done in this direction, and a few British firms have participated in it. I do not know if the large English orders said to have been received by the Allgemeine Electricitäts-Gesellschaft were of this nature. America has participated in it to a much greater extent. The textile branch in Germany is particularly anxious for "finishing" orders in order to keep its hands employed.

There are two difficulties in the way. The one is the school which objects to German Labour being used in wage-work by foreigners. It is an absurd contention, especially in regard to textiles, by it has to be reckoned with. The other is the activity of officials, now more numerous than ever, in foot of nest columns.

## OBJECT LESSON IN DUMPING.

## GERMAN GOODS AT LESS THAN BRITISH COST.

The Lobby Correspondent of the London Daily Express wrote recently:—

Remarkable evidence of the extensive import of German goods to this country at less than the cost of production here, was given at an exhibition at the House of Commons yesterday by the Unionist Reconstruction Committee.

Colonel John Gretton, M.P., presided at a subsequent meeting, when representatives of various trade and industries affected by the importation of German goods attended to relate their experience.

It was announced by Sir Henry Birchmore, representing the dye industry, that an agreement had been arrived at by 98 per cent. of the weavers and makers for the regulation of the import of dyes.

On behalf of the makers of aluminium goods, metal ware, dental instruments, and such like, it was pointed out that it was impossible for British labour to compete against the production of German labour owing to the collapse of the rate of exchange.

The exhibition consisted of German and British goods of identical quality ranged side-by-side, with notes on each indicating the production and sale prices.

## 75. BAROMETERS.

Barometers were shown by a British firm, the finest makers in the world. It costs 20s. to make each barometer. The Germans are offering as many as British merchants care to have at 7s.

Germany is selling to this country thermometers for testing acid at 1s. 2d. They cannot be made here for less than 3s. Members saw these articles, and also a number of aluminium kettles.

A typical example of the latter was the two-pint kettle made in Germany and sold here at 2s. 6d., while the British article costs 6s. to make. Yet this was a trade we regained during the war.

Germany is sending to this country at 20s. per 100 flash bulbs that cannot be made here under 40s. per 100. Samples of these were shown.

There was the same kind of thing in tools and groves and oxidized goods. Two stories told point the moral of the exhibition.

A Birmingham firm spent tens of thousands of pounds on machinery to do this oxidized work. It beat the Germans in quality. But the German goods on view yesterday are sold here at 7s. a dozen. The Birmingham firm cannot make them for less than 35s. M.P.s were not surprised to hear the sequel; the part of the works producing the oxidized goods has been closed.

and more efficient than Prussia ever produced before, who make it their business to hamper a class of trade which offers splendid chances for efficiency. Here at least, the remedy should lie with German houses; not themselves, foreign customers will be disinclined to repeat their orders unless the regulations governing the trade are revised.

## THE BURDEN OF DEBT.

At the root of the whole matter of the revival of German trade, however, lies the condition of German finances. The State is practically in a bankrupt position, but nobody wishes to use the word. The funded debt, which was about 5,000 millions of marks in July, 1914, was 91,000 millions on November 1st, 1920, and the floating debt, which was 200 millions in July, 1914, was 187,900 millions on November 1st, 1920. The total debt is 378,900 millions, and by the end of the financial year it is expected to reach some 390,000 millions.

The budget of 98,900 million marks shows a deficit of about 48,000 millions, which is nearly equivalent to the demands under the Peace Treaty. The note circulation, which was 2,700 millions in July, 1914, was 75,060 millions on November 1st, 1920. The service of the debt, the principal item of expenditure under the ordinary Budget, is 12,692 million marks.

A bank or business house in such a position would call a meeting of its creditors, if they had not called one themselves long before. The German people, and especially the business community, now realize what a speculation it was when Herr Helfferich dangled before them the spectacle of indemnities from a ring of tribute-paying States. As a business proposition the war was lost for Germany in 1918, and the years between have but made the solution of the problem more difficult.

But from end to end of Germany you will hardly hear the words "State bankruptcy" or "over-indebtedness." The loan interest is paid, the coal deliveries to the Allies are maintained, and thereby the mark continues to maintain a value. As long as it is worth anything or something, trade can go on, accounts can be opened in Zurich and Amsterdam (and now in London), and the German merchant can keep a credit in some sort of real money to pay with.

And here he realizes that the Allies must come to a decision about him: whether the debenture holders are to regard the situation of Germany as hopeless and wind it up for what they can get in the pound; or whether they prefer to adopt the plan of forbearance towards the debtor, and give him time to see what sort of a job he can make of his own salvation. They would, however, be obliged to exact two conditions—the closing of the note-printing presses and the severe limitation of bureaucratic and public extravagance.

Into this problem of how Germany is to trade there comes the question of fixing the indemnity. The best and most responsible financial opinion in Germany would appear to be against this being done now. It might bring the house down about their ears. There would probably be such a wide difference between a German figure and an Allied figure that in the present state of the country's finances no agreement would even be approached. Despair and distraction, both on a large scale, would be inevitable. It had best, say these persons, be left alone for the present.





Draw the cork and  
Haig & Haig Five Stars  
Scotch Whisky will sing  
its own praises.



### FINE WHISKY

PEOPLE of good taste appreciate Haig & Haig Five Stars Scotch Whisky because of its exquisite delicacy of flavour. But it is a scarce commodity—you cannot get it everywhere. It is obtainable only in the very best places. Get a supply of Haig & Haig Five Stars Scotch Whisky and have the satisfaction of knowing that you have the finest Whisky from Scotland.

PLACE YOUR ORDERS IN ADVANCE AND MAKE AS SURE AS YOU CAN OF GETTING SUPPLIES.

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Scotch Whisky**

DISTRIBUTING AGENT:

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HONGKONG.**

Pay your friends  
the highest com-  
pliment by offer-  
ing them Haig &  
Haig Whisky.  
They will ap-  
preciate your  
good judgment.

### "PHYSIO" FOR BAD TRADE. SIR E. GEDDES ON THE ECONOMY OF ADVERTISING.

Sir Eric Geddes, Minister of Transport, speaking at luncheon at the Advertising Exhibition at the White City, said that the Exhibition was far more interesting and more pregnant of great results for the trade of the country than anyone outside the ranks of those who had studied the subject could possibly believe. All of us did advertise more or less, and we had talked and listened to those who declared that advertising was a great expense, a great additional cost to the article sold. That, in his opinion, was quite false—an opinion which was confirmed after visiting that Exhibition. We were all apt to-day to speak as if all expenditure was waste. But they knew that all expenditure was not waste. The money spent on advertising, if spent sensibly, skilfully, and ably, was economical, because, in the first place, they could not sell anything without some advertising. Bad advertising was the most costly. If they had good advertising and pushed the sale of the article, they saved overhead costs.

I make bold to say (he added) that the traders of the country as a whole are ignorant of what good advertising means. As Minister of Transport, I feel that I am here to-day among co-workers on the stage of industry, who are not manufacturers, but who are really engaged in the distribution of the articles. As in the matter of transport, you can assist the manufacturer by advising him. You are on the fringe of production, on the one hand, and on the fringe of distribution, on the other. That is why I am among brothers here, because we are both interested in the distribution of business.

I hardly think that in some ways you have quite done justice to the great industry you represent. The light side of the Exhibition, because it is the attractive side, has appeared in the Press. But there is real business in this. (Cheers.) The trade of this country has got to gain its old ascendancy, and it cannot do that without skilled advertising. The manufacturer has got to go to the advertising agent to prescribe the right physio. As I went round your Exhibition I saw a chemist's shop full of attractive things. That is the physio, but it has to be applied by skilled brains. Do the manufacturers of this country realize the serious side of it? I venture to think not. If you can persuade them, a visit here will give them the cure for the disease from which they are suffering.

Advertising is vital to the success of the trade of the country. We are going through many months of difficulty in regard to trade, and for the serious side of propaganda British trade throughout the world is in your hands. You are the doctors. If they will come to you they find their trouble will pass, their goods will sell, and employment will be increased; and that in the end it will be economical. I wish you great success in your new industry—an industry which has great power in this country. (Cheers.)

### PRINCESS IN A DIVORCE SUIT.

FIRST HUSBAND ALLEGED TO BE  
LIVING.

Princess Troubetskoy, who at the time of her marriage at Washington two years ago to Major Schutz, an engineer well known in American society, was described as the most beautiful Red Cross nurse in the world, is the defendant in a divorce suit brought by her husband on the ground that her first husband is still living.

The Princess came to the United States after the revolution in Russia and created a sensation in Washington society by her beauty and charm. Her wedding to Major Schutz was attended by leading figures in the social and official world of Washington. After a short honeymoon the couple went to live at Milwaukee.

Major Schutz now alleges that the Princess married in October, 1917, that her husband was formerly an officer in the Russian Imperial Guard, and although reported dead is actually alive.

The Princess, who is staying with friends at Montreal, has issued a statement that the action would not be defended, that she married Major Schutz because she loved him. Further, she says: "He said that I was the centre of all his ambitions. All life is a tragedy, and, who knows, I may not be here long. I do not care."—Times.

### WHAT IS A MIDDLE-CLASS MAN?

Speaking at a crowded meeting at Lancaster Mr. G. Bernard Shaw gave reasons why the middle-classes should join the Labour party.

When he spoke of the middle-classes, said Mr. Shaw, he was not using the term in its opprobrious social sense at all. He was using it in its economic sense. He was a person who had a bit of education to the extent of knowing how to read and write and knowing arithmetic. He had a business training, which consisted mostly of going into an office, and when he was in any difficulty as to what to do he was told to do what was done last time. He grew up with a knowledge of success—that was to say, a knowledge of what was done the last time. The middle-class man to-day stood between, on the one hand, the labouring class and the capitalist on the other.

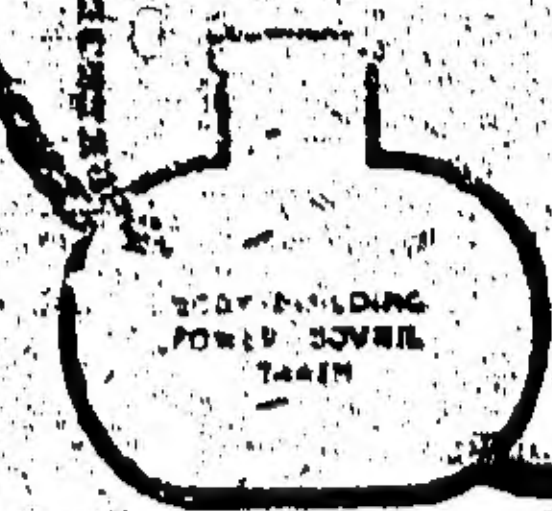
If the middle-class man were wise, said Mr. Shaw, he would try to get out of the employment of private plutocrats whom he could not control, and who simply wanted to make money out of him, and would try and get into the public service.

### There is only one BOVRIL

The great body-building power of Bovril is proved, just as the circulation of the blood is proved, or the law of gravity.

The independent experiments carried out by an eminent physiologist under the most complete scientific control proved the body-building powers of Bovril to be from 10 to 20 times the amount of Bovril taken.

This has given Bovril a unique place as one of the most precious food substances in the world.



**BOVRIL**

### TO WHOLESALE TOBACCONISTS.

The Proprietors of RIZKALLA'S VIRGINIA Cigarettes manufactured in London, England, are prepared to offer unique terms to large firms able to cope with large demands for British Cigarettes.

All orders executed promptly and wholesale houses of established repute dealt with only. Successful selling lines with large profits immediately available.

Apply for Trade Terms to—

**RIZKALLA COMPANY,  
24, Compton Street,  
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ENGLAND.**



**25%**

### Reduction in Prices

In conformity with our policy of maintaining the lowest retail prices in the United States, the prices of all Piece-goods, Clothing, Underwear, Shoes, Hosiery, etc., have been reduced 10% to 25%.

All orders received after Oct. 1st will receive benefit of the reduction.

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### "THE MOON AND I" From "THE MIKADO."

At Madame Lottie Gordon's Charity  
Concert,  
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MISCELLANEOUS GOODS.

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VALUABLE HOUSEHOLD FURNITURE

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### DAIRY FARM NEWS. CHEESE

EDAM CHEESE ... 80 cents per lb  
BEUYERE CHEESE ... " " "  
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COULOMMER CHEESE 20 " per  
PIONIC CHEESE ... " " jar  
DEVONSHIRE CREAM 80 cents per phial  
STERILIZED MILK ... 35 " pint  
(suitable for carrying on voyages).

THE DAIRY FARM ICE & COLD  
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DR. LE CLERC'S PILLS FOR THE  
LIVER & KIDNEYS  
Cures Biliousness, Indigestion,  
Constipation, Headache, etc.  
Solely of Purely Natural Ingredients.  
Beware of cheap imitations.

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Famous the World Over  
Book on "Dog Diseases, their  
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### MARTIN'S APOLSTEEL PILLS

A French Remedy for all Digestive Disorders.  
Thousands of Letters testify to its great efficacy.  
It is the only medicine that does not harm the  
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cause constipation. It is the only one that does  
not cause drowsiness, and it is the only one that  
does not cause headache. It is the only one that  
does not cause any other ill effects. It is the only  
one that is purely natural and does not contain  
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### FOR NERVOUS EXHAUSTION



LOSS OF  
MEMORY  
and  
DEBILITY  
and  
NERVES  
**CHAPOTEAU'S  
PHOSPHO-GLYCERATE OF LIME**  
It increases vital energy and nerve  
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Insomnia, and nervous diseases in adults  
and children.  
IN CAPSULES, IN WINE, AND IN SYRUP

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### Don't Suffer With Eczema Cuticura Soothes At Once

First bathe the affected part with  
Cuticura Soap and hot water. Dry  
and gently rub on Cuticura Ointment.  
This treatment not only  
soothes, but in most cases heals  
distressing eczemas, rashes, irritations,  
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Send 10c. (Check or M.O.) to Dr. J. C. Williams,  
Cuticura Dispensary, P.O. Box 100, Portland, Me.  
Also for mail orders with price.  
Beware of cheap imitations.

[23-1]



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# PREPAID "WANTED" ADVERTISEMENTS.

Lettres are lying at this Office for  
Boxes P, Q, AD, AP, AW, BF, BO, BR.

**TO LET**—Three well ventilated ROOMS for Office, Central locality. Apply to THE CHINESE MERCHANT CO. (of Hongkong), No. 2, Queen's Road, Central.

**TO LET**—EUROPEAN OFFICES, 1st floor (four in one block) 16 to 18, Cornhill Road Central (with view of light).  
Apply to—  
Care of Daily Press Office.  
[134]

**TO LET**—TWO LARGE ROOMS to let for Office 14, Des Voeux Road Central, Top Floor.  
Apply to—  
Care of Daily Press Office.  
[131]

**TO LET**—SIX ROOMED HOUSE, furnished, in Kowloon, for 8 or 9 months from Middle of March.  
Apply to—  
Box No. 1981.  
Care of Daily Press Office.  
[131]

**WANTED**—TO Rent or buy GODOWN near Waterfront per 1st February start.  
Reply to—  
Box 253.  
Care of Daily Press Office.  
[253]

**WANTED**—FURNISHED or Unfurnished HOUSE.  
Apply to—  
G. H. WAKEMAN,  
Crown Solicitor's Office.  
[124]

**WANTED**—A FURNISHED HOUSE, Peak district or Upper Level, for about four months. Immediate occupation.  
Reply to—  
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Care of Daily Press Office.  
[255]

**WANTED**—ON long or short lease from FEBRUARY, Five or Six ROOMED FURNISHED HOUSE, Peak District preferred.  
Apply to—  
Box No. 184.  
Care of Daily Press Office.  
[184]

**WANTED**—DESIGN AND CONSTRUCTION OF YELLOW RIVER BRIDGE FOR PEKING-HANKOW RAILWAY.

THE PEKING-HANKOW LINE of the Chinese Government Railways invites sealed proposals for Designing and Building a New Bridge across the Yellow River (Hwang Ho). Proposals will be received up to Noon of June 30th, 1921, at the Office of Peking-Hankow Railway, Peking, China. Plans, rules and specifications can be obtained from the following Offices:

Peking—Peking-Hankow Railway, American, British, Belgian, French, Italian and Japanese Legations.  
Foreign—Chinese Legations, Washington, London, Brussels, Paris, Rome and Tokyo.

All applications for same must be accompanied with 25.

PEKING-HANKOW RAILWAY ADMINISTRATION. [130]

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# INTIMATIONS

THEATRE ROYAL, HONGKONG.

Saturday, January 22nd,

at 8.15 p.m.

Madame Lottie Gordon's

## GRAND

## CHARITY

## CONCERT.

Booking now opened at MOUTRIE'S.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

### NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG and SINGAPORE.

THE Steamship

"NAMSANG" having arrived from the above ports, Consignees of Goods are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns at the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from this wharves, delivery may be obtained. Goods not cleared by Jan. 21st, will be subject to rent.

All broken, chafed, and damaged packages are to be left in the Godowns, where they will be examined. Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognized.

No fire insurance will be effected by us in any case whatever. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers, Hongkong, January 19th, 1921. [243]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

### NOTICE TO CONSIGNEES.

FROM KOBE & MOJI.

THE Steamship

"LAHANG" having arrived from the above ports, Consignees of Goods are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns at the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from this wharves, delivery may be obtained. Goods not cleared by the 23rd Jan. will be subject to rent.

All broken, chafed, and damaged packages are to be left in the Godowns, where they will be examined. Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognized.

No fire insurance will be effected by us in any case whatever. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers, Hongkong, January 17th, 1921. [247]

NOTICE TO CONSIGNEES.

OCEAN STEAM SHIP COMPANY, LTD.

AND

CHINA MUTUAL STEAM NAVIGATION COMPANY, LTD.

CONSIGNEES per Company's Steamer

"MENTOR"

are hereby notified that the Cargo will be discharged into the Godowns, where it will be at Consignees' risk. The Cargo will be ready for delivery from Godowns on and after Jan. 18th.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival. All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the 18th and 24th Jan. and none within the two working hours.

No claims will be admitted after the Goods have left the steamer's Godowns, and all Goods remaining undelivered after Jan. 24th, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before Feb. 7th, or they will not be recognized. No fire insurance will be effected. BUTTERFIELD & SWIRE, Agents, Hongkong, January 18th, 1921. [256]

NIPPON YUSEN KAISHA.

### NOTICE TO CONSIGNEES.

FROM EUROPE AND STRAITS.

THE Company's Steamship

"KUMANO MARU"

having arrived from the above ports, Consignees of Goods are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary, before Noon To-day.

Goods not cleared by Jan. 25th, 1921, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignees and the Co's representative at an appointed hour on TUESDAY and FRIDAY. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the Goods have left the Godowns. NIPPON YUSEN KAISHA, Agents, Hongkong, January 18th, 1921. [267]

# SCOTTISH LETTER.

## ST. ANDREW'S DAY.

(FROM OUR OWN CORRESPONDENT.)

EDINBURGH, December 1st.

It is perhaps suggestive of emotional reticence rather than a reflection on the national character that in Scotland St. Andrew's Day is not more popularly observed. The Scot abroad displays a more obvious patriotism, and from early times Scotsmen settled in ports over seas have consistently paid homage to the Patron Saint of their country. In an interesting brochure by the Rev. William McMillan, issued by the St. Andrew's Society, of Glasgow, it is noted that the statutes of one of the earliest Scottish Societies, composed of Scottish students at the University of Orleans, and dating from the early 14th century, provided for the annual observance of St. Andrew's Day; and the oldest Scottish Society in America, and the Scots Charitable Society of Boston, which was formed in 1837, has with equal consistency paid tribute to the memory of St. Andrew.

Within recent years the observance has become more common in the homeland, and there has been a larger recognition of the blue banner with the white St. Andrew's Cross as the national flag. The St. Andrew's Societies throughout the country have stimulated interest in St. Andrew's Day, and contributed also to a better understanding of Scottish heraldry. The movement, intensely patriotic, gains in strength, and it owes its vitality to its scrupulous aloofness from a narrow Nationalism. The St. Andrew's Societies have resolutely resisted pressure to attach political significance to the celebration of St. Andrew's Day. The St. Andrew's Societies concern themselves only with the preservation and the quickening of interest in Scottish history, art, and letters. And their influence is the more potent because they are remote from the disturbing elements of politics. National movements charged with the political spirit breed strife and disintegration, as the distressing case of Ireland to-day bears melancholy witness.

GRAND LODGE OF SCOTLAND. The annual communication of the Grand Lodge of Scottish Freemasonry was, as usual, the most important St. Andrew's Day function in Scotland. The Earl of Eglinton and Winton was installed Grand Master Mason, and he inaugurated the appointment of the Earl of Eglinton as Grand Master Depute and the Earl of Stair as Substitute Grand Master.

THE FUTURE OF PROHIBITION. The Prohibitionists are not all of one opinion regarding the results of their campaign in Scotland. Some of them profess to be greatly encouraged; others confess to surprise and disappointment. Most of them before the polling seemed to have highly extravagant anticipations. These have been disappointed, and it avails little to explain or conceal the figures at the elections. They are there for every body to see and form their own judgment. From what has been said as the most recent Prohibition meetings, however, it is evident that the Prohibitionists have not yet begun to learn the outstanding lessons of the contest. That may be because they have been too much immersed in the details of propaganda, and have not been able meantime to look around them.

But Mr. Arthur Sherwell, secretary of the Temperance Legislation League, is in a position to make a more general survey, and his judgment on the situation, as it appears in the journal of that organisation, is more instructive. He says that no unbiased man can murmur the lessons of the polls. They make it clear beyond doubt that public opinion and popular habit in Great Britain are not ripe for Prohibition, even as a local experiment. If that be so in Scotland, how much more can it be said in England where Prohibition sentiment is admittedly weaker than in Scotland and conditions less favourable to experiment? One vital fact the Prohibitionists appear to have overlooked, or duly minimised. They did not sufficiently consider that this is not only a matter of changing a law, it is very much more, it is changing a habit, and changing the social point of view of a whole nation.

LOCAL OPTION LITIGATION. The Glasgow Licensed Trade have decided to raise an action in the Court of Session to test the validity of the Scottish Temperance Act poll in the Whiteinch and Camphill wards, the majorities in which were very small. Certain irregularities are alleged in the taking of the polls. The decision of the Court in these cases will probably affect a number of other areas throughout the country where No-License and Restriction were carried.

DR. GRAHAM BELL IN EDINBURGH.

Dr. Alexander Graham Bell, revisiting Edinburgh after the greater portion of a life-time spent in America, received the honors not always given to a prophet in his own country. The Freedom of the City—his native City—was conferred upon him "in recognition of his great achievement in the solution of the problem of telephonic communication."

The former pupils of the Royal High School also paid him all the honors in their power. Dr. Bell having been a pupil of the famous Edinburgh School.

A tall, striking figure, still strong of frame, with a grey-bearded kindly face in which are set two alert eyes, tell us that his mind and spirit have still a considerable advantage on his years. That is the impression Dr. Graham Bell leaves upon one. And we can draw from it some idea of the keen young fellow who nearly fifty years ago in America showed the scientists of the day the novelty of his telephone invention with all the eager enthusiasm of a boy with a new toy.

# LONDON HOME FOR OLD SCOTS.

It has come to the notice of the Scottish charitable institutions in London that there are quite a large number of aged Scotas men and Scotswomen living alone in impoverished circumstances in the Metropolis. In nearly every case financial assistance is being given to these poor people by such institutions as the Royal Scottish Corporation. Some of the leading members of that body have been discussing schemes for the welfare of this class of Scottish poor in London, and a favoured idea is that an old mansion house or other large building might be leased for housing them under one roof. Each person or married couple could be allotted a separate apartment, into which they could bring their own household furniture and have the advantage of the personal attention of a nurse engaged for the home. That is the ideal which is being considered, the only doubts expressed are connected with the matter of funds.

## PROFIT AND PROSPERITY.

What does Mr. H. G. Wells think of the present slump in rubber? This week, when re-reading his novel "Marriage," I noticed that his hero makes a fortune by discovering how to manufacture synthetic rubber, which is apparently marketed at 100 per pound.

But from the lofty heights to which it once soared ordinary plantation rubber, by the sheer weight of its own production, has now fallen to little over a shilling a pound. It would certainly go lower but for the fact that output by a general arrangement among growers, is being drastically curtailed.

Quite obviously synthetic rubber at 100 would not now make an overpowering show against ordinary rubber. Mr. Wells has recently been described as our greatest prophet; his prophecies would not carry him very far on the Stock Exchange.

## THE TADE FASHION.

The demand for jade is as strong as ever, and jade prices are being paid for quite small bits. I have just heard of a lady who brought home some beautiful pieces from China. When they were being pointed, however, the discovery was made that they had been "manufactured."

## PERSONALIA.

The late Lord Glenconner was one of the handiwork of our Peers, and although his pedigree did not go back to the Norman conquest he had the manners and appearance of the born aristocrat. A friend once pointed out that he may have had pre-Norman blue blood. His family hailed from the kingdom of Strathclyde in which the ancient British kings and princes may of course still have many descendants.

Shortly before the death of her husband, Lady Glenconner completed a new book called "The French Connection," the purpose of which is to prove that so-called clairvoyance is mere humbug. She has mastered her subject by study and experiment, the result being a volume which will cause considerable stir among professional seers.

The choice by the London Scots of the Rev. M. St. Andre, of the French Protestant Church at Tours, as their preacher at St. Andrew's Day service, was most appropriate. His name provides a sort of coincidental connection with Scotland and the pious memory, while his service endears him to the Scottish soldier who served overseas in France. St. Andre was one of the fighting padres of the Western Front.

In the Scottish Court of Session, Lord Anderson granted decree of divorce on the ground of infidelity in an undefended action, brought by Lieut. Col. Alexander Ross Home, 1 Dalhousie Terrace, Windsor Street, Dundee, against Mrs. Mabel Henrietta Louisa Stier or Ross Home, daughter of Mr. Robert Stier, 30 Buckingham Gate, London, and against Seymour Edward Frederick, Earl of Wiltton, as co-defendant.

## SCOTTISH GOLF UNION.

It was a wonderfully representative meeting of golfers that was held in Edinburgh last week, and the unanimity with which the proposal to form a golf Union was received was even more remarkable. The birth of the Union is long overdue. It is somewhat strange that while most countries have a national golf championship, Scotland, the home of golf, does, or rather did, not possess a body with authority to promote such an institution.

Though belated, the establishment of a Union is none the less welcome; it should mark a new era in the amateur game North of the Tweed. The objects of the Union are to promote a real Scottish Championship; to discover, and when discovered to foster and encourage latent golfing talent; and, in the last but not least, place give every Scotch golfer the opportunity of acquiring the "big match temperament." It will be sought to attain these objects by the promotion of district and inter-district competitions, and these, along with the championship, should go far to eradicate nerves in young players of ability.

It was particularly gratifying to find a representative of the ruling body present in the person of Mr. Norman Bone, and to receive his assurance that the Royal and Ancient Club's desire is to be democratic and not autocratic. Though speaking unofficially, he declared by his presence that the R. and A. view the Union in a favourable light. And he pointed out that the authorities at St. Andrew would be glad to consult with the Union on the vital question of handicapping.

## ART IN THE LEWS.

Some of Sir David Murray's greatest pictures have been painted in the Lews. On his latest visit to the island Sir David was one day busy with his easel at the roadside when an old man stopped and looked on for a little. Then he stretched himself and said, "You'll be getting on, like myself." "Oh, ye," replied the artist, "I'll be getting on the Old Age Pension; like myself." "No; they don't give me that yet." "What, they was not given you the Old Age Pension? And even you that for?" "They think I can still earn my own living." The islander took another look at the picture, and then said, "Well, well," in astonishment; "I don't understand that at all, at all; it is too bad; it's the Old Age Pension they should be giving you!"

# INDO-CHINA

## STEAM NAVIGATION COMPANY LIMITED

### SAILINGS SUBJECT TO ALTERATION

SHANGHAI & TIENTSIN via SWANOW "TUNGSHING" Thurs. 20th Jan. 11 a.m.  
SHANGHAI & DAENTY via SWANOW "WINGSANG" Fri. 21st Jan. 10 a.m.  
PENANG "LOONGSANG" Fri. 21st Jan. 10 a.m.  
PENANG "HONGSANG" Sat. 22nd Jan. 10 a.m.  
PENANG "LAISANG" Sat. 22nd Jan. 10 a.m.  
SHANGHAI & SWANOW "KAWASAKI" Sat. 23rd Jan. 10 a.m.  
SHANGHAI & SWANOW "KAWASAKI" Sun. 24th Jan. 10 a.m.  
HAIPHONG via HOKOW "TAKRANG" Wed. 25th Jan. 10 a.m.

CALCUTTA LINE—This Line affords regular sailings to Calcutta, Rangoon, and Singapore, returning from Calcutta via Rangoon and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.

SHANGHAI LINE—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued to all Northern and Yangtze Ports via Shanghai.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailing twice a week every Friday, calling at Hongkong when convenient.

HAIPHONG LINE—Sailings approximately weekly for passengers and cargo calling at Haiphong when convenient.

BORNEO LINE—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers. Cargo taken on through Bills of Lading for Kuala Lumpur, Labuan, Tawau and Labi Dava.

TIENTSIN LINE—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Shantou.

# CALCUTTA LINE.

S.S. "LAISANG" will be despatched on or about Saturday, Jan. 22nd, for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWET-TENHAM, MADRAS and DUTCH EAST INDIES.

For Freight or Passage apply to—

Jardine, Matheson & Co., Ltd.,

GENERAL MANAGERS

TELEPHONE No. 212.

# GLEN AND SHIRE

Joint Service of Steamers.

## O.K.-STRAITS CHINA & JAPAN SERVICE

### OUTWARDS.

| Vessel          | Leaves Hongkong | Discharge |
|-----------------|-----------------|-----------|
| M/V. "GLENVADE" | —               | —         |
| M/V. "GLENSTAR" | —               | —         |
| M/V. "GLENAMOI" | —               | —         |

### HOMWARDS.

| Vessel          | Leaves Hongkong | Discharge                  |
|-----------------|-----------------|----------------------------|
| M/V. "GLENLUCH" | about 4th Feb.  | GENOA, LONDON & ROTTERDAM. |
| M/V. "GLENSTAR" | about 1st Mar.  | GENOA, LONDON & ROTTERDAM. |

Movements are subject to change without notice.

For freight or further particulars please apply to—

Jardine, Matheson & Co., Ltd.,

The Glen Line, Ltd., AGENTS.

Tel. No. 21, sub 5 & 23 and 3694.



# KAWASAKI KISEN KAISHA

(KAWASAKI STEAMSHIP CO.)

CAPITAL PAID-UP Y20,000,000

President: Mr. Y. KAWASAKI.

Vice-President: Mr. K. MATSUURA.

Managing Director: Mr. MATSUDA ABE.

The Company has on hand a Large Number of

## NEW CARGO STEAMERS

ALWAYS READY FOR

CHARTERS of all descriptions.

The following are comprised in the Company's Fleet—

Eleven steamers of 9,100 tons each deadweight.

And under the Company's management—

Twenty steamers of about 9,100 tons deadweight each.

Two steamers of about 6,400 tons deadweight each.

(Belonging to the Kawasaki Dockyard Co. Ltd.)

For Charter Rates and all other particulars apply to the

KAWASAKI KISEN KAISHA

No. 8, BURN, Kow.

THE NEW FRENCH REMEDY.  
THERAPION No. 1  
THERAPION No. 2  
THERAPION No. 3  
This is the most powerful and reliable remedy for all ailments of the digestive system, and is especially recommended for the treatment of indigestion, constipation, and all other disorders of the stomach and bowels. It is a purely vegetable preparation, and is entirely free from any harmful or poisonous ingredients. It is sold in three forms, No. 1, No. 2, and No. 3, each adapted for a different class of cases. It is sold in all the principal chemists and druggists, and may be ordered direct from the Proprietors, Messrs. J. & W. GOSWELL, Ltd., 10, Abchurch Lane, London, E.C. 4.







## AMERICAN &amp; ORIENTAL LINE

NEW YORK via Suez

Subject to change without notice.

## ORIENTAL AFRICAN LINE.

## INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BRISA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO.

For particulars apply to—

THE BANK LINE, LTD.  
Managing Agent.

## "ELLERMAN" LINE.

ELLERMAN &amp; BUCKNALL S.S. CO., LTD.

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

See set to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

or to Messrs &amp; Co., CANTON.

THE BANK LINE, LTD.  
General Agents.

## C. N. C.

## CHINA NAVIGATION CO., LTD.

## SAILINGS SUBJECT TO ALTERATION

| For                               | Steamer    | To Sail              |
|-----------------------------------|------------|----------------------|
| SWATOW, SHANGHAI, CANTON & DAIKOW | "KWANGSE"  | On 20th Jan. D'light |
| AMOI & WANGHAI                    | "HINKIANG" | On 20th Jan. 8 A.M.  |
| MANILA, CEBU & ILOILO             | "TAMING"   | On 21st Jan. 7 A.M.  |
| SWATOW and SINGAPORE              | "OHINHUA"  | On 21st Jan. 10 A.M. |
| SWATOW, SHANGHAI & WUHU           | "KIUKIANG" | On 22nd Jan. 4 P.M.  |
| SHANGHAI and THINGTAO             | "TRAN"     | On 22nd Jan. 4 P.M.  |
| AMOI, SHANGHAI & FUKOW            | "SHANTUNG" | On 23rd Jan. Noon    |

SHANGHAI LINE—PASSENGERS, MAILS and CARGO. Excellent Saloon accommodation. Electric Light and Fans in Saloons and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Thingtao (weekly), taking Cargo on through Bills of Lading to all European and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Wusung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,  
Agents.

## DOUGLAS STEAMSHIP CO., LTD.

## HONGKONG AND SOUTH CHINA COAST PORT SERVICE

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passenger Electric Light and Fans in state-rooms and Saloons and Excellent cuisine.

FOR

## SWATOW, AMOI &amp; FOCHOW

AND RETURN

(Occupying 9 to 10 Days).

|           |                       |                                 |
|-----------|-----------------------|---------------------------------|
| "HAIKONG" | On 1st W. C. Passmore | THURSDAY, Jan. 20th at 12 Noon. |
| "HAIKONG" | On 1st J. B. Thomson  | SUNDAY, Jan. 23rd at 12 Noon.   |

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAFRAIK & CO.,  
General Managers.

## NEW YORK DIRECT

Joint Service of the

## "BLUE FUNNEL" LINE

OCEAN BR. CO., LTD., and CHINA MUTUAL S.S. CO., LTD.

AND

AMERICAN & MANCHURIAN LINE  
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

## Sailings from Hongkong:

|             |              |
|-------------|--------------|
| "AGAMEMNON" | On 20th Jan. |
| "KENTUCKY"  | On 1st Mar.  |

\* calls at Boston

Steamers proceed via Suez Canal or Panama Canal at Owners' option. Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONGKONG  
HONGKONG and CANTON, GIBBS & CO., CANTON.

## P. &amp; O. - BRITISH INDIA

## APCAR AND EASTERN &amp;

## AUSTRALIAN LINES

(COMPANIES Incorporated in ENGLAND).

## MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES,

MAURITIUS, EAST &amp; SOUTH AFRICA, AUSTRALASIA, INCLUDING

NEW ZEALAND &amp; QUEENSLAND PORTS, RED SEA,

EGYPT, EUROPE, ETC.

## PENINSULAR &amp; ORIENTAL SAILINGS (South)

| S.S.             | Tons  | From Hongkong (about) | Destination                 |
|------------------|-------|-----------------------|-----------------------------|
| "FLASSY"         | 7,200 | 2nd Jan. 10 A.M.      | Madras, London & Antwerp    |
| "DELTA"          | 8,000 | 8th Feb.              | Madras, London & Antwerp    |
| "DUNERA"         | 5,400 | 10th Feb.             | Singapore, Colombo & Bombay |
| "LAHORE" (Cargo) | 5,200 | 27th Feb.             | do                          |
| "KASHGAR"        | 9,000 | 4th Mar.              | Madras, London & Antwerp    |
| "ALPORE"         | 5,300 | 5th Mar.              | Singapore, Colombo & Bombay |
| "DILWARA"        | 5,400 | 8th Mar.              | do                          |
| "KARNATA"        | 9,000 | 18th Mar.             | Madras, London & Antwerp    |
| "KASHMIR"        | 9,000 | 25th Mar.             | do                          |

## BRITISH INDIA - APCAR SAILINGS (South)

|          |       |          |                          |
|----------|-------|----------|--------------------------|
| "TAKADA" | 7,000 | 4th Feb. | Calcutta via Suez & Suez |
|----------|-------|----------|--------------------------|

## EASTERN &amp; AUSTRALIAN SAILINGS (South)

|              |       |               |                             |
|--------------|-------|---------------|-----------------------------|
| "EASTERN"    | 4,000 | 2nd Jan. Noon | Bandak, Thursday Island     |
| "KANOWA"     | 7,000 | 15th Feb.     | Cairo, Townsville, Brisbane |
| "ST. ALBANS" | 4,500 | 9th Mar.      | Sydney & Melbourne          |

## SAILINGS TO SHANGHAI &amp; JAPAN

|          |       |                  |                       |
|----------|-------|------------------|-----------------------|
| "TAKADA" | 7,000 | 2nd Jan. D'light | Amoy, Shanghai & Kobe |
| "LAHORE" | 5,400 | 25th Jan.        | Shanghai & Japan      |
| "DUNERA" | 5,400 | 28th Jan.        | Shanghai & Japan      |
| "JAPAN"  | 6,000 | 29th Jan.        | Shanghai & Japan      |
| "KANOWA" | 7,000 | 31st Jan.        | Japan direct          |

## WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets interchangeable. \* Calls at Hanoi and Omits Sandakan.  
1st Saloon Passengers may travel by B.I.R.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the action of their P. & O. Tickets Singapore to Calcutta.  
All Cabins are fitted with Electric Fans free of charge.  
Steamers and Sailing dates are liable to be cancelled or altered without notice.  
Parcels measuring not more than 2 1/2 ft. x 2 1/2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

## NOTICE TO CONSIGNEES

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.  
Any damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GOSNOLD & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the goods have left the Godowns.

For further information, Freight Rates, Freight, etc., apply to  
MACKINNON, MACKENZIE & CO.,  
23, Des Voeux Road Central, HONGKONG. Agents.

O. S. K.  
OSAKA SHOSEN KAISHA.

## SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON, ANTWERP, ROTTERDAM &amp; HAMBURG—Monthly direct service via Singapore and Port Said.

"HIMALAYA MARU" ... Thursday, 10th Feb.

BUENOS AIRES-RIO DE JANEIRO, SANTO, MAURITIUS.

DURBAN &amp; CAPE TOWN via SINGAPORE. PASSENGER SERVICE.

"SEATTLE MARU" ... Tuesday, 8th Mar.

BOMBAY &amp; COLOMBO—Regular fortnightly service via Singapore.

"KARADO MARU" ... Thursday, 20th Jan.

"SAIGON MARU" ... Sunday, 24th Jan.

\* Taking Passengers

SAIGON, BANGKOK &amp; SINGAPORE—Regular monthly service.

"UNNAN MARU" ... Wednesday, 2nd Feb.

SYDNEY &amp; MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

VICTORIA, VANCOUVER, SEATTLE &amp; TACOMA—

Via Shanghai and Dairen—Regular fortnightly passenger service touching at intermediate ports in Japan taking cargo to OVERLAND ROUTE U.S. in connection with Chicago Milwaukee and St. Paul Railway.

"MANILA MARU" ... Monday, 24th Jan.

NEW YORK—Regular monthly service via Japan, Port, San Francisco, Panama and Colon.

"ALASKA MARU" ... Middle of February.

NEW ORLEANS LINE.

"HAMBURG MARU" ... Monday, 7th Feb.

JAPAN PORTS—Shanghai, Maffi, Kobe &amp; Yokohama.

KEELUNG via SWATOW &amp; AMOI—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive and depart from the O.S.K. wharf near the Harbour Office.

TAKAO via SWATOW &amp; AMOI.

"SUSHU MARU" ... Thursday, 27th Jan.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager, No. 1, Queen's Building, (80)

Tel. Nos. 144 &amp; 145.

## AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

Steamer

"OHANGSHA" ... 15th Feb.

Sailings Subject to Alteration.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and have superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand &amp; Tasmanian Ports. For Freight and passage apply to— BUTTERFIELD &amp; SWIRE, Agents. (88)

T. K. K.  
TOYO KISEN KAISHA

## HONGKONG TO SAN FRANCISCO

via SHANGHAI, THE INLAND SEA, JAPAN &amp; HONOLULU.

"THE PATHWAY OF THE SUN."

| STEAMER        | Tons   | Leave Hongkong |
|----------------|--------|----------------|
| "SHINYO MARU"  | 23,000 | Feb. 7th       |
| "FUREA MARU"   | 2,000  | Feb. 24th      |
| "KOBBA MARU"   | 20,000 | March 1st      |
| "SHIBUYA MARU" | 20,000 | March 15th     |

\* Calling at Dairen instead of Nagasaki.

## SOUTH AMERICAN LINE

## HONGKONG TO VALPARAISO

via JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SALINA CRUZ, BALBOA, CALLAO, MOLLEND, ANCO &amp; IQUIQUE.

Through by TRANS-AMERICAN ROUTE TO BUENOS AIRES.

| STEAMER      | Tons   | Leave Hongkong |
|--------------|--------|----------------|
| "KEIYO MARU" | 18,700 | Feb. 1st       |
| "ASTO MARU"  | 14,000 | March 15th     |
| "SMIO MARU"  | 14,000 | May 1st        |

\* Cargo only

For full information regarding passengers, freight and sailings, apply to—

Y. TSUTSUMI, Manager, King's Building, Tel. Nos. 2374 &amp; 2375.

Agents at Canton: Messrs. T. M. GRIFFITH, LTD.

## MESSAGERIES MARITIMES.

## FRENCH MAIL LINES.

## SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

| DESTINATION  | STEAMER & DEPARTURE   | SAILING DATE          |
|--------------|-----------------------|-----------------------|
| HANGHAI KORE | "ARMAND BEHIO" 10,000 | On or about 20th Jan. |
| YOKOHAMA     | "CORDILLERE" 10,000   | On or about 2nd Feb.  |
|              | "CHILI" 10,000        | On or about 14th Mar. |


MASSILLON via  
BAISON, SINGAPORE, COLOMBO, DUBOUE, SUZUKI  
PORT SAID  
"PAUL LEON" 20,000 - On or about 31st Jan.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, etc., apply to—

R. BODENFUER,  
Agent, Queen's Building.

Telephone 740.



**ADMIRAL LINE**  
PACIFIC STEAMSHIP COMPANY

TRANS-PACIFIC FREIGHT SERVICE  
Operating the following U.S. Shipping Lines Steamers

For SEATTLE, TACOMA, VICTORIA, & VANCOUVER  
(Calling at Shanghai, Dairen and Japan Ports)

|                     |        |                   |
|---------------------|--------|-------------------|
| "EDMUND"            | ... .. | About Jan. 10th.  |
| "EDRIDGE"           | ... .. | About Feb. 28th.  |
| "WHEATLAND MONTANA" | ... .. | About March 18th. |
| "CITY OF BOSTON"    | ... .. | About March 31st. |

For PORTLAND direct.  
(Calling at Kobe and Yokohama).

|                          |        |                  |
|--------------------------|--------|------------------|
| "ABERCOS" (For Manila)   | ... .. | About Jan. 31st. |
| "ABERCOS" (For Portland) | ... .. | About Feb. 10th. |
| "PAWLET"                 | ... .. | About May 7th.   |
| "COAKET"                 | ... .. | About April 4th. |

Through bills of lading issued to all ports of call.

**THE ADMIRAL LINE.**  
Telephone 2477 & 2478. Fifth Floor, HONG KONG.

## SERVICE to UNITED STATES

For NEW YORK and/or BOSTON via Panama.

S.S. "WAUKEGAN" ... about Jan. 20th, 1921.

S.S. "SATSUMA" ... about Feb. 15th.

For freight space and particulars apply to—

## BARBER STEAMSHIP LINES, INC.

## THE ADMIRAL LINE.

Telephone

2477 &amp; 2478

AGENTS

See Floor

HONG KONG.

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## CHINA-AUSTRALIA MAIL S.S. LINE.

For AUSTRALIAN PORTS via MANILA &amp; HAMBURG.

"VICTORIA" February 10th.

For Freight and Passage, apply to—

THE CHINA &amp; AUSTRALIA S.S. CO., LTD., Agents.

113, Connaught Road Central.



## POST OFFICE NOTICE

The insured parcel service to Szechwan which was previously suspended is now resumed.

Telegraphic Communication with Gap Rock Lighthouse is interrupted.

REGISTERED and PARCEL MAILS are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

## INWARD MAILS.

| FROM                           | PER                | DATE       |
|--------------------------------|--------------------|------------|
| SAIGON ... ..                  | Armand Behie ...   | 30th inst. |
| SEARABAYA ... ..               | Kamagata Maru ...  | 29th inst. |
| JAPAN ... ..                   | Eastern ... ..     | 30th inst. |
| SHANGHAI ... ..                | Shantung ... ..    | 29th inst. |
| STRAITS ... ..                 | Tamba Maru ... ..  | 21st inst. |
| STRAITS ... ..                 | Cap Finisterre ... | 22nd inst. |
| STRAITS ... ..                 | Shidzuoka Maru ... | 23rd inst. |
| JAPAN AND SHANGHAI ...         | Glenn ... ..       | 24th inst. |
| EUROPE via Suez (Letters only) | Kawachi Maru ...   | 25th inst. |
| JAPAN ... ..                   | Bombay Maru ...    | 27th inst. |
| STRAITS AND CALCUTTA ...       |                    |            |

## OUTWARD MAILS.

| FOR                                      | PER                | DATE                       |
|--|--------------------|----------------------------|
| Amoy, Shanghai and North China ...       | Sinching ... ..    | Thursday, 20th, 8.00 A.M.  |
| Shanghai, N. China, and Japan ...        | Armand Behie ...   | Thursday, 20th, 10.30 A.M. |
| SAIGON ... ..                            | Kamagata Maru ...  | Thursday, 20th, 11.00 A.M. |
| *Swatow and Saigon ... ..                | Eastern ... ..     | Thursday, 20th, 11.00 A.M. |
| Keelung ... ..                           | Shantung ... ..    | Thursday, 20th, 11.00 A.M. |
| Swatow, Amoy, and Foochow ...            | Tamba Maru ... ..  | Thursday, 20th, 11.00 A.M. |
| Fort Bayard ... ..                       | Cap Finisterre ... | Thursday, 20th, 11.00 A.M. |
| Hohow ... ..                             | Shidzuoka Maru ... | Thursday, 20th, 11.00 A.M. |
| *Swatow, Shanghai, and North China ...   | Glenn ... ..       | Thursday, 20th, 11.00 A.M. |
| Pakhoi and Haiphong ... ..               | Kawachi Maru ...   | Thursday, 20th, 11.00 A.M. |
| Amoy, and Philippine Islands ...         | Bombay Maru ...    | Thursday, 20th, 11.00 A.M. |
| *Japan ... ..                            |                    |                            |
| *Swatow, Straits and Bangkok ...         | Chinshu ... ..     | Friday, 21st, 8.00 A.M.    |
| Philippine Islands ... ..                | Loongang ... ..    | Friday, 21st, 8.00 A.M.    |
| Swatow ... ..                            | Hydrangus ... ..   | Friday, 21st, 3.30 P.M.    |
| Shanghai, N. China, and Japan ...        | Kwaikang ... ..    | Friday, 21st, 5.00 P.M.    |
| Shanghai, N. China, and Japan ...        | Tamba Maru ... ..  | Saturday, 22nd, 10.00 A.M. |
| Hohow, Australia, and New Zealand ...    | Eastern ... ..     | Saturday, 22nd, 10.00 A.M. |
| via Thursday Island ... ..               |                    |                            |
| Sandakan ... ..                          | Hinang ... ..      | Saturday, 22nd, 11.00 A.M. |
| Straits, Bangkok, Calcutta & Aden ...    | Loikang ... ..     | Saturday, 22nd, 1.00 P.M.  |
| Swatow, Shanghai and North China ...     | Kwaikang ... ..    | Saturday, 22nd, 3.00 P.M.  |
| Shanghai, and North China ...            | Tamba Maru ... ..  | Saturday, 22nd, 5.00 P.M.  |
| *Swatow, Shanghai and North China ...    | Choyang ... ..     | Saturday, 22nd, 5.00 P.M.  |
| Straits, Bangkok, Ceylon, Mauritius ...  |                    |                            |
| L. Marques, South Africa, India via ...  | Plasy ... ..       | Saturday, 22nd, 5.00 P.M.  |
| Dhannahdi, Bombay, Aden, Egypt ...       |                    |                            |
| and EUROPE via MARSEILLES ...            |                    |                            |
| The Parcel Mail will be closed ...       |                    |                            |
| on Saturday, 22nd Jan., at Noon ...      |                    |                            |
| SAIGON ... ..                            | Sinching ... ..    | Sunday, 23rd, 8.00 A.M.    |
| *Swatow, Amoy and Keelung ...            | Kaio Maru ... ..   | Sunday, 23rd, 8.00 A.M.    |
| Swatow, Amoy and Foochow ...             | Hai Loong ... ..   | Sunday, 23rd, 8.00 A.M.    |
| Shanghai, North China, Japan, Canada ... |                    |                            |
| United States, Central and South ...     | Manila Ma ... ..   | Monday, 24th, 8.45 A.M.    |
| America, and EUROPE via ...              |                    |                            |
| VICTORIA, B.C. ... ..                    |                    |                            |
| Straits, Bangkok, Ceylon, Mauritius ...  | Shidzuoka Maru ... | Monday, 24th, 8.45 A.M.    |
| L. Marques, S. Africa, Egypt India ...   |                    |                            |
| via Dhannahdi, and EUROPE ...            |                    |                            |
| via MARSEILLES ... ..                    |                    |                            |
| Java Ports via Batavia ... ..            | Tjicombang ... ..  | Monday, 24th, 10.30 A.M.   |
| Amoy, Shanghai and North China ...       | Takang ... ..      | Tuesday, 25th, 1.00 A.M.   |
| Hohow and Haiphong ... ..                |                    |                            |

\* Correspondence bearing vessel's name only.

## THE BLUE FUNNEL LINE.

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES LONDON SERVICE

|             |  |
|-------------|--|
| "OANFA"     | 23RD JAN. Amsterdam, London & Hamburg. |
| "IXION"     | 6TH FEB. Amsterdam, London & Antwerp.  |
| "MENTOR"    | 22ND FEB. London, Amsterdam & Hamburg. |
| "TEIRESIAS" | 18TH MAR. Amsterdam, London & Antwerp. |
| "HELENUS"   | 8TH MAR. London, Amsterdam & Hamburg.  |

## LIVERPOOL SERVICE

(DIRECT OR VIA CONTINENTAL PORTS).

|                  |  |
|------------------|--|
| "BELLEROPHON"    | 24TH JAN. Genoa, Marseilles & Liverpool. |
| "ANCHISES"       | 5TH FEB. Liverpool & Glasgow.            |
| "KNIGHT TEMPLAR" | 8TH FEB. Genoa, Havre & Liverpool.       |
| "LYCAON"         | 16TH FEB. Marseilles & Liverpool.        |

## PACIFIC SERVICE

(VIA KORE AND YOKOHAMA).

|               |           |
|---------------|-----------|
| "TEUCER"      | 5TH FEB.  |
| "PROTESILAUS" | 17TH FEB. |
| "TALTHYBIUS"  | 10TH MAR. |

## NEW YORK SERVICE

(VIA SUEZ OR PANAMA).

|             |                     |
|-------------|---------------------|
| "AGAMEMNON" | 28TH JAN. via Suez. |
|-------------|---------------------|

## HOMeward PASSENGER SERVICE

|             |                                   |
|-------------|-----------------------------------|
| "ANCHISES"  | 5TH FEB. (12 Noon) for Liverpool. |
| "MENTOR"    | 22ND FEB. for London.             |
| "TEIRESIAS" | 18TH MAR. for London.             |
| "STENTOR"   | 15TH MAR. for London.             |
| "IDOMENEUS" | 12TH APR. for Liverpool.          |
| "ANCHISES"  | 21ST JUNE for Liverpool.          |
| "MENTOR"    | 5TH JULY for London.              |
| "TEIRESIAS" | 19TH JULY for London.             |

FOR FREIGHT AND ALL INFORMATION APPLY TO—  
BUTTERFIELD & SWIRE,  
AGENTS.

## COMMERCIAL.

## OPENING QUOTATIONS.

| January 19th.                     |                |
|-----------------------------------|----------------|
| On LONDON.—                       |                |
| Telegraphic Transfer              | 111            |
| Bank Bills, on demand             | 111            |
| Bank Bills, at 30 days sight      | 111            |
| Bank Bills, at 4 months sight     | 111            |
| Credits, at 4 months sight        | 111            |
| Documentary Bills, 4 months sight | 111            |
| On PARIS.—                        |                |
| Bank Bills, on demand             | 85             |
| Credits, 4 months sight           | 95             |
| On NEW YORK.—                     |                |
| Bank Bills, on demand             | 56             |
| Credits, at 60 days sight         | 57             |
| On BOMBAY.—                       |                |
| Telegraphic Transfer              | 203            |
| Bank Bills, on demand             | 203            |
| On CALCUTTA.—                     |                |
| Telegraphic Transfer              | 303            |
| Bank Bills, on demand             | 303            |
| On SHANGHAI.—                     |                |
| Bank Bills, at sight              | 111            |
| Private, 30 days sight            | 111            |
| On YOKOHAMA.—                     |                |
| On demand—Pescos                  | 123            |
| On SINGAPORE.—                    |                |
| On demand                         | 123            |
| On HANKOW.—                       |                |
| On demand                         | 123            |
| On HAIKOW.—                       |                |
| On demand                         | 123            |
| On SAIGON.—                       |                |
| On demand                         | 123            |
| On BANGKOK.—                      |                |
| On demand                         | 123            |
| SOVEREIGN, Bank's Buying Rate     | \$6.70         |
| Gold LAMP 100 fine, per lb        | \$16.40        |
| BAR SILVER per oz                 | \$39.10        |
|                                   | Per cent.      |
| Hongkong                          | 30 cents place |
| Hongkong                          | 10             |
| Canton                            | 10             |
| Canton                            | 10             |

## HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 3 1/2 per cent. per annum.

For the HONGKONG & SHANGHAI BANKING CORPORATION, A. G. STEPHEN, Chief Manager.

Hongkong, December 29th, 1920.

## THE BANK OF CHINA

(Specially authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

Authorized Capital ... \$20,000,000.00

Paid-up Capital ... \$12,750,000.00

Reserve Funds ... \$11,250,000.00

HEAD OFFICE—PEKING.

HONGKONG BRANCH—20-21, Con-

naught Road Central Branches and Sub-

branches all over China, and Correspondents

in San Francisco, Singapore and Tokyo.

London Bankers—The National Provincial

and Union Bank of England, Ltd.

New York Bankers—Irving Trust Company.

Interest allowed on Current Accounts and

Fixed Deposits. Terms on application.

Every description of Banking Business

transacted.

Loans granted on approved securities.

Special facilities for Home Exchange.

Interest on Fixed Deposits at the following

rates:—

For 3 months, 3 per cent. per annum.

For 6 months, 4 per cent. per annum.

For 12 months, 5 per cent. per annum.

TSUYEN FEE

Manager.

Hongkong, November 25th, 1920.

## THE CHARTERED BANK OF INDIA,

AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1852.

HEAD OFFICE—LONDON.

Paid-up Capital ... \$2,000,000

Reserve Fund ... \$2,000,000

Reserve Liability of Proprietors ... \$2,000,000

FOREIGN EXCHANGE and General

Banking business transacted.

CURRENT ACCOUNTS open and

FIXED DEPOSITS received for 1 year or

shorter periods at rates which will be quoted

on application.

J. L. CROOKERY,

Manager.

Hongkong, January 1st, 1921.

## BANQUE INDUSTRIELLE

DE CHINE

(FRENCH BANK).

AUTHORIZED CAPITAL ... F. 250,000,000

SUBSCRIBED CAPITAL ... F. 150,000,000

PAID UP ... F. 75,000,000

RESERVE FUNDS ... F. 30,000,000

SUBSCRIBED BY THE GOVERNMENT

OF THE CHINESE

REPUBLIC ... F. 50,000,000

Chairman of the Board ... André Berthelot

of Directors ... A. J. Fournier

General Manager ... J. A. Fournier

HEAD OFFICE:

74, Rue Saint-Lazare, PARIS.

BRANCHES:

Lyon, Hongkong, Yunnanfu,

Marseilles, Hankow, Vladivostok,

Peking, Singapore, Foochow,

Shanghai, Canton, Swatow,

Tientsin, Saigon, Yokohama,

Hankow, Haiphong, Moukden,

New York, London, Antwerp,

Bordeaux, Tientsin, Phnom-Penh,

Dunkerque, Batavia.

BANKERS:

In FRANCE: Société Générale pour favori-

ser le Développement du Commerce et

de l'Industrie en France.

In LONDON: London Joint City & Mid-

land Bank, Ltd.

In SAN FRANCISCO: Crocker National

Bank.

Correspondents in the Chief Commercial

Centres of the World.

Telegraphic Address: OIBANKIN J.

Interest on Current Accounts and Fixed

Deposits in Local Currency and in Gold

Terms on application.

Every description of Banking and

Exchange business transacted.

Special facilities for French exchange.

M. MONTAUDO,

Manager.

Hongkong, October 16th, 1920.

## BANKS

## THE MERCANTILE BANK OF

INDIA, LIMITED.

HEAD OFFICE:

15, Gracechurch Street, London, E.C. 3.

Authorized Capital ... \$3,000,000

Subscribed Capital ... \$1,800,000

Paid-up Capital ... \$1,800,000

Reserve Fund ... \$1,200,000

Bankers:

THE BANK OF ENGLAND,

THE LONDON JOINT CITY & MIDLAND BANK, LTD.

Branches:

Bombay, Hongkong, Kuala Lumpur, Rangoon,

Calcutta, Howrah, Madras, Shanghai,

Colombo, Kanpur, New York, Singapore,

Delhi, Karachi, Penang,

Galle, Kota Bharu, Port Louis (Mauritius).

HONGKONG BRANCH.

Every description of Banking and Exchange

business transacted.

INTEREST allowed on Current Accounts

at 3 per cent. per annum on Daily Balance

and on Fixed Deposits at rates that may be

ascertained on application.

N. C. WILSON,

Acting Manager.

7, Queen's Road Central,

Hongkong, June 30th, 1920.

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## THE CHINA SPECIE BANK, LTD.

HEAD OFFICE:

St. George's Buildings, Hongkong.

Chairman of Board of Directors

MR. WONG SHU HAN.

Chief Manager ... Mr. L. S. HOLM.

Asst. Manager ... Mr. K. T. WONG.

Hongkong Manager ... Mr. L. F. ALLEN.

Foreign exchange and General Banking

business transacted.

Current, Savings, and Fixed Deposits bear

interest at rates of 2 per cent., 4 per cent.

and 5 per cent. per annum, respectively.

L. S. HOLM,

Chief Manager.

Hongkong, October 2nd, 1920.

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## THE BANK OF TAIWAN,

LIMITED.

(TAIWAN GINKO).

Incorporated by Special Imperial Charter,

1899.

Capital Subscribed ... Yen 60,000,000

Capital (Paid-up) ... 45,000,000

Reserve Funds ... 9,880,000

HEAD OFFICE—TAIPEH, FORMOSA.

BRANCHES:

JAPAN—Tokyo, Yokohama, Kobe, Osaka,

Moji.

FORMOSA—Gilan, Kagi, Kankin, Keelung,

Makung, Nanto, Pinan, Shimehiki,

Taipei, Tainan, Takow, Tamsui,

Tohoku, Aki.

CHINA—Shanghai, Hankow, Kinkiang, Amoy,

Foochow, Swatow, Canton,

OTHERS—Hongkong, Bangkok, Singapore,

Soerabaya, Semarang, Batavia, Bom-